

15¢ JANUARY 1958

THE AMERICAN

LEGION

MAGAZINE



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Most people find some cause or sentiment on which to squander their life's enthusiasm. For enthusiasm is not given us to be hoarded. The miser finds his treasure gone when he tries to count it.

One of the enthusiasms to which The American Legion is dedicated is "100% Americanism." This phrase, which appears in the preamble of the Legion's Constitution, has been subjected to a certain amount of criticism, as if it were synonymous with xenophobia and isolationism. Yet no critic has ever suggested what he thinks the proper percentage of Americanism should be . . . 80% . . . 60% . . . or what.

One aspect of Americanism is to uncover and expose those who not only do not believe in our system of individual liberty, of economic opportunity, of religious freedom and political equality, but who work secretly to overthrow that system. There is another, equally important aspect — the open and prideful display of love and loyalty toward our country.

Patriotism and militarism are not the same thing. Nor is patriotism corny. Man has taken pride in his native land since the beginning of time. The great heroes of history are examples of selfless devotion which should stir every American — though our school history books today seldom include the flesh-and-blood anecdotes and episodes of heroic action, nor the famous sayings that make history full of excitement and inspiration.

Recently we have seen ugly examples of betrayal of trust by men in authority. There has been proved disclosure of secrets by government employees that have upset the equilibrium of the world and endangered not only the lives of Americans but the enduring ideals which, for all our faults and human mistakes, our people represent. These betrayals occurred because a great many people, often well-meaning, choose to assume that loyalty and patriotism are unnecessary virtues.

Every veteran knows first hand that America, which gives so much, may on occasion ask us to sacrifice ourselves. When it does, everything depends on our unhesitating response. America has been built by an infinite number of sacrifices, and these sacrifices were not made by quibblers or summer patriots.

The American Legion claims no monopoly on loyalty or patriotism. The Legion color guards, marching units and flag displays which play a part in parades and public ceremonies across the nation express not only our own love of America, but will, we hope, encourage all other Americans, who love their country as we do, to display that devotion publicly. An exact statement of the Legion's position on Americanism is available to any interested person.

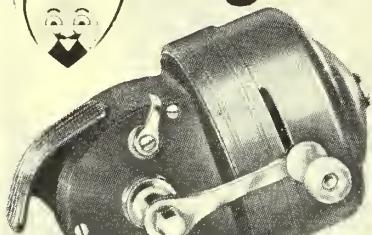
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Val. 64, No. 1; January 1958



THE AMERICAN LEGION

MAGAZINE



Cover by Richard Beattie

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The funny hole

in Mr. Cooper's building



MANY a New Yorker shook his head, and not a few snickered, when they saw the "hole" in Peter Cooper's new building.

But to the benign gentleman with the ruff of graying whiskers it was all so simple: Some day someone would perfect the passenger elevator.

The mere fact that there wasn't one in 1853 would mean little to a man who, with his own hands, had built and driven the first American locomotive. Whose money, and faith, were to help see the Atlantic Cable through all its disasters to final success. And who would "scheme out" a Panama Canal plan fourteen years before DeLesseps.

But Peter Cooper's belief in the future ran in a vein far deeper than simply the material. For his "building with a hole" was Cooper Union, the first privately-endowed tuition-free college in America. A place where young men and women of any race, faith, or political opinion could enjoy the education which he, himself, had been denied. Peter Cooper's

dearest dream—which has continued to grow dynamically for nearly a century and today enriches America with thousands of creative thinkers, artists, and engineers.

There is plenty of Peter Cooper's confidence and foresight alive among Americans today. It is behind the wisdom with which more than 40,000,000 of us are making one of the soundest investments of our lives—in United States Savings Bonds. Through our banks and the Payroll Savings Plan where we work, we own and hold more than \$41,000,000,000 worth of Series E and H Bonds. With our rate of interest—and the safety of our principal—guaranteed by the greatest nation on earth. You're welcome to share in this security. Why not begin today?

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"Sound off!"

THE RAILROADS

Sir: If the comments and complaints I've heard the past couple of days are any barometer, your magazine has suffered quite a setback in popularity and plausibility among Legionnaires who belong to the Long Island Rail Road family. They feel, as I'm sure railroad-employed Legionnaires throughout the country feel, that Clarence Woodbury's "America's Ailing Railroads" was a shallow, biased libel of an industry of which they're rather proud. More particularly, they feel his references to the Long Island Rail Road show an ignorance or malice—or both—which is entirely unworthy of your publication. They know, for example, as Mr. Woodbury either doesn't know or chooses to ignore: That the LIRR is spending more than \$60,000,000 on a far-reaching rehabilitation program that is rapidly converting it into the nation's most modern passenger railroad. That, directly bellying that old wives' tale about "chronically late trains," the LIRR consistently maintains the best on-time performance record of any railroad in the New York area—and, quite probably, any railroad in the country. That *Fortune Magazine*, in a full-dress survey of the 25 leading U.S. cities, found the LIRR is the fastest of all means of transportation at the height of the commuter rush hour. That, contrary to the loose statement (one of many) that "commuter gripes are mounting," compliments on the LIRR's improved equipment and service today outnumber complaints by better than five to one. That those three-two-seaters have made it possible to give seats to thousands who otherwise would have to stand, for the simple reason that it's physically impossible to add more cars or trains at the height of the morning and afternoon rush periods. (These new air-conditioned cars—we have 222 of them, bought at a cost of \$24.4 million—seat 120, not 132 people, by the way. And they weren't "introduced" by the Long Island: The New Haven and the New York Central have been successfully using them for years.) Our

"long-suffering patrons" today have an overwhelming understanding and appreciation of what we (and that WE includes a lot of Legionnaires) have been doing to make the Long Island the best railroad possible. It's too bad your Mr. Woodbury found it more convenient to rake up all those tired, old chestnuts rather than do a little honest reporting.

Thomas M. Goodfellow
President and General Manager
The Long Island Rail Road
Jamaica, N. Y.

Sir: The article relating to the shortcomings of our railroads was very interesting to me as I am one of those who often insist on forcing money upon them and expecting service. And there are shortcomings. They fail to realize that the most essential items in any business are satisfied customers and revenue. To begin with, let's throw their yarn about "subsidized competitors" into the comic book section. Reviewing the early years we find that most if not all rail lines were subsidized from either public revenue or credit. After they had developed to the point where they felt they were the "unreplaceable element" and that their power was supreme they assumed dictatorial powers. And now the successors of these men still feel that the systems they developed in the infancy of their business must be unchanged in the face of progress.

O. B. McChesney
Waterloo, Iowa

DISRESPECT

Sir: Don't look now, Fourth Estate, but your slip is showing—showing a hell of a lot of disrespect for some things ex-servicemen deem sacred. As an example, an over zealous cartoonist for a local newspaper used the flag raising ceremony for Iwo Jima as a backdrop for a football prediction. To me it seemed cheap, degrading, and something less than good reporting. Maybe I'm over-sensitive or something, but it seems to me the Iwo Jima symbol is deserving of a better place than a sports cartoon.

Percy Grover
St. Petersburg, Fla.

ABOUT RED CHINA

Sir: I hope you will bring the pamphlet *Communist China, A Nation Enslaved* to the attention of your readers. The pamphlet is the report of an Australian student's tour of China. It is available from The Committee of 1 Million, 8 West 40th St., New York 18, N.Y. Price 15 cents per copy.

John Moore
Herrin, Ill.

POST APPRECIATION

Sir: May we, the members of Hempstead Post 390 of The American Legion express to the editors of *The American Legion Magazine*, our appreciation

of the manner in which the article "The Story of a Gold Star Mother" was presented. The well-chosen illustrations, and the subdued yet forceful article well expressed the thoughts and emotions of the mother. It was not only well written, but showed careful and courteous editing.

Al Cooke
Hempstead, N.Y.

PARENTAL NEGLIGENCE

Sir: Paul Harvey's excellent article, "Symptoms of Delinquency," in the September issue moves me to quote excerpts from a letter I recently received from Ray Purcell, the capable warden of The Men's Reformatory at Anamosa, Iowa. "About half of the inmates of this institution claim some church affiliation but actually only one percent were attending church or Sunday School regularly when they became entangled with the law," he said. "About one percent belonged to the Y.M.C.A. and similar organizations but there has never been an Eagle Scout incarcerated here in the history of the institution. Many of the boys here were born and raised on the farm but less than one percent ever participated in 4-H activities. In interviewing more than 600 inmates we failed to find one who had ever been privileged to attend a father and son banquet with his own father. Fifty-one percent of our inmates come from broken homes and it appears that many of the other 49 percent had little acquaintance with their parents. I feel that "juvenile delinquency" should in most cases be called 'parental negligence.'"

Frank Miles
Des Moines, Iowa

FIRST AID SQUADS

Sir: The "Convention Highlights" did not do justice to the 16 first aid squads who were on duty from 9 A.M. to 9 P.M. on the day of the parade in Atlantic City. All of the men on duty are volunteers and members of squads which are members of the largest first aid organization in the world, The New Jersey State First Aid Council, which consists of over 250 volunteer first aid squads, and represents a total membership of 6,725. Last year they answered a total of 71,148 calls and expended a total of 455,669 man hours.

Walter J. Stewart
Neptune, N.J.

DISPUTES SENATOR

Sir: Senator Pat McNamara has an ostrich-like, head-in-the-sand attitude about labor when he expresses himself in "Pro and Con" for November. Either that, or he is deliberately confusing the facts when he says: "Labor unions are not profit-making organizations." How does he explain the fact that labor unions own buildings from which they receive rents; they own insurance companies; they own banks—all of which are profit-making ven-

tures financed by the dues they have collected from their members! McNamara further states: "Anti-trust laws were designed to protect the consumer by curbing the monopolistic tendencies of profit-making organizations." I believe the law was designed to curb monopolistic tendencies of any organization that is inimical to the welfare of the people. Certainly labor unions are subject to the same restrictions.

Harvey E. Scudder
Stockton, Calif.

COMMEND HOOVER ARTICLE

Sir: You performed an invaluable public service by printing J. Edgar Hoover's article "God and Country or Communism?" in your November issue. The American people can combat atheistic communism more effectively when they gain a better understanding of this ideology and an appreciation of the theistic philosophy, spiritual and moral values which are the basis of the American way of life.

Pvt. A. J. Scarzelle
Fort Riley, Kans.

Sir: I have just finished reading the splendid article by J. Edgar Hoover. I realize that his hands have been more or less tied, especially recently, by some of the Supreme Court rulings. So my criticism is not of him. It makes my blood boil to think that the people in Washington who are in a position to do something about communism don't get busy and stop their pussyfooting. Are they waiting for another Pearl Harbor with a Russian label?

Nelson Adshead
Miami, Fla.

DOG ALARM

Sir: The article "Someone's in the House" leaves out one of the best warning systems available to man, namely the presence of a good watchdog. Merely the presence of a dog may avert burglary, but the shrill excited barking of any dog would undoubtedly cause the average burglar to think twice before proceeding. The dog doesn't have to be a king-size bull mastiff by any means; a small, intelligent, apartment-sized mutt of any breeding will suffice.

M. T. Szatalowicz, DVM
Stanley, Wis.

LIKES PARTING SHOTS

Sir: I've just spent the day reading back issues of *The American Legion Magazine*, and I just simply must commend your staff for those most excellent jokes in Parting Shots. They always were good and I am pleased to find that they are getting better than ever before.

Kenneth G. Nares
Busby, Mont.

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EDITOR'S CORNER

SCIENTIFIC LINE

FROM THE SAME old sources, plus a few surprising ones, a strange new line is beginning to emerge. This one is designed to persuade Americans that we'd have a *super-sputnik* today if it weren't for the FBI and congressional investigating bodies. The line has it that these agencies have "persecuted" the nation's finest scientists and made it impossible for them to give their all for the United States.

"Victims" of the "persecution" are presumably such stalwarts as the Doctors Edward U. Condon, Harold C. Urey, J. Robert Oppenheimer, Bernard Peters, Linus Carl Pauling, Joseph Woodrow Weinberg, and a few others of that general type.

Frankly, we think we can manage without them. Despite the buildup many of them have had over the years, we are sure that there are other scientists in this country who are not only qualified to build our defenses but unencumbered with records of activities and affiliations that have brought them into investigations.

ADVICE FROM HAROLD

FEW LOYAL Americans were happy about the way in which a motley "youth delegation" from this country journeyed to Red China where they lent themselves to large-scale communist propaganda. However, they did find a defender in the president of Sarah Lawrence College, Harold Taylor.

This, of course, should not be surprising. Harold is as vocal in his defense of such goings-on as he is uninformed concerning their implications. In case you think we overstate the case, allow us to present a sample of Harold's own verbiage, taken from a letter he wrote to *The New York Times*, complaining about the Government's policy against allowing American students to travel in Red China.

"It therefore seems indefensible," argued Harold, "to place before American students the argument that because most of their fellow-citizens have accepted a policy which has been forced upon them by hints of reprisal, the policy itself is legitimate and should be respected and followed, on pain of further reprisals."

Is it any wonder that Sarah Lawrence has been represented in communist May Day Parades, that communist leaders have been welcomed to the S. L. campus, and that Harold once refused to allow a conservative student organization to operate

on the campus because he considered such students as "spies"?

Incidentally, it was recently announced that Harold's school for young gentle-women had been given a handout by Doc Hutchins' Fund for the Republic.

It follows.

POOR MRS. LORCH

READING the papers, a person couldn't help feeling sorry for poor Mrs. Grace Lorch.

You may recall having read stories about this inoffensive Little Rock housewife, and how she was summarily hauled up before the Senate Internal Security Subcommittee and mercilessly grilled. Why? Merely because she had said a few kind words to a little Negro girl who was being jeered at by a howling mob.

At least that's the story as we read it, and it's probably the way it was portrayed to you too. But that wasn't the story at all. To get it you'll now have to study the unexpurgated and undistorted version that appears in the transcript of Mrs. Lorch's hearing before the subcommittee.

This shows that she started her performance by insisting on reading a statement, repeatedly protesting that she was present under protest, and refusing to give anything but her name. However, this wasn't an inoffensive housewife fighting the good fight for civil rights. It was brought out that she was a member of the Communist Party, had attended the Massachusetts State convention of the Party in 1943, had connections with Junius Scales, southern regional director of the Communist Party, and had engaged in various forms of communist skulduggery. Her performance will probably get her a citation for contempt.

DANGEROUS THEME

LAST MONTH we reported in this column the demise of a Broadway play called *The Egghead*, the story of a college professor who showed his political cretinism by a sublime tolerance for communism. It goes without saying that such an anti-communist play is dangerous, the kind of thing that the public must never see. The production soon closed.

It is being followed now by another play with an equally dangerous theme. Titled *The Shadow of My Enemy*, it is the story of an ex-communist who testifies that a top State Department official is a member of the red conspiracy. Naturally, the public must be protected from getting any crazy notions that such things are possible, so the thought-police are certain to do their best to give this play the business too. Regardless of its merits, it will get the usual sneering reviews, and the "literati" who vote their political preferences by their purchases of large blocks of tickets are likely to let *The Shadow of My Enemy* strictly alone.

However, you can do something about it. If you live in New York or plan to visit the big city, go to see the play. Tickets can be obtained from The Trial Company, 41 E. 50th St., New York City, and the opening is set for December 11.

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• **EXCELLENT INVESTMENT** for year-round living . . . winter home . . . retirement . . . or for possible resale later at many times the original price!

*We pay interest and taxes during the term of the contract and provide Warranty Deed and Free Title Insurance policy upon receipt of final monthly payment.

**Our sole purpose in plating our lots at 40' x 125' with a minimum requirement of two lots, instead of sizing them at 80' x 125' to begin with, is to provide a flexible 40' multiple for those folks who desire more than 80 feet and less than the 160 feet which the purchase of two 80' lots would require.

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Please rush FREE full-color brochure, ground plan of subdivision, and application form, so that I may have the benefit of prompt early choice.

Name.....

Address.....

City..... Zone..... State.....

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STARTS YOU
TOWARD
OWNING
VALUABLE
WATERFRONT
PROPERTY—
CLIP IT NOW!

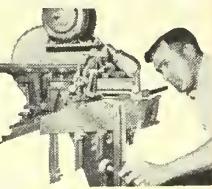
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with the
FOLEY SAW FILER

Here is Leslie Patrick's true story—as told by his wife.

"I can truthfully say Mr. Patrick made a wonderful investment 10 years ago with his Foley Saw Filer. He has done so well with his Foley and repair shop, we bought a house, built an addition, bought a new car, new shop machines—and it's all paid for."

FOLEY MFG. CO., 139-8 Foley Bldg., Minneapolis 18, Minn.



Make \$3 to \$5 an hour

The Foley Saw Filer sharpens hand, band, circular saws like new. Start in spare time. No experience needed. Send for Free Book "Money Making Facts"—no salesman will call.

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"KING OF THE EARLIES"
Big solid, scarlet fruit, disease
resistant, heavy yielder. Ideal for
table or canning. Send 125 SEED
postal today for 125 seed
and copy of Seed and Nursery Catalog.
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R.H. SHUMWAY SEEDSMAN, Dept. 306, Rockford, ILL.

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Get Your Own Shirts As Bonus!
Weast quality Packard Made-To-Measure shirts
you get Free As Bonus, and earn big money showing
them to men! Smart fabrics, latest Dress and Sport mod-
els sell fast at \$3.95 up. You average \$90.00 a week 6
months. Work part time or full time. Earn extra time
part time or side line. No experience needed. Write for
new FREE Sample Outfit and Bonus Shirt Offer NOW!

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New HOME-IMPORT BUSINESS!

Men—Women. We show you
how to import big-profit items
at amazing low foreign prices
(examples at left). Your home is
your office. Get list of 157 Im-
ports FREE! Full or spare time
business by Mail Order. Or take
volume orders from stores. Im-
port jewelry, clothing, sporting
goods, hardware, etc. NO EXPE-
RIENCE OR INVESTMENT IN PRO-
DUCTS NEEDED. Without obligation
send today for complete details
and list of 157 imports FREE! Air
mail reaches us over night. The
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AND LOW DIRECT PRICES
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DEPT. 197 SCRANTON 2, PA.

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REMEMBER THE
COSTLY PLUMBING BILL—

CHICAGO—Jan. 1st. Just intro-
duced is a Free booklet on a New
Device which enables the Home
Owner, Landlord or Factory Mainte-
nance to clean any Clogged
Sewer Drain.

Yet anyone can operate this
new Plumbers Cleaning Gun which
releases air pressure on a solid
shaft of water cleaning the most
stubborn stoppages up to 200 feet.

TOILETS, SINKS, URINALS,
BATHTUBS, WOOD DRAINS AND
HOUSE-TO-STREET SEWERS clog-
ged with Grease, Rags, Sand,
Roots, and paper melt away im-
mediately when struck by the Ham-
mer-like blow of this new unit.

There is no need to remove
wall or pipe, or Grease Trap. A
special attachment allows water
to flow from the faucet through
the gun while air is released on
the pipe. Vents or stacks are no
obstacle, as force tends to strike
wherever the water flows.

Now is the time to order this
Gun with the COSTLY PLUMBING
BILLS SAVED? Tear this Ad out
and write your name and address
beside it for FREE BOOKLET.
One that uses No Grease Trap.
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Central Ave., Chicago 30, Illinois.

FOREWORDS

A SHORT CUT TO FOUR SPECIAL-INTEREST FEATURES.

YOUR PERSONAL AFFAIRS

INFORMATION THAT CAN HELP YOU WITH EVERYDAY PROBLEMS.

In a few weeks you may be the participant in a test to find out whether the public wants to pay for its TV programs—or, at least, some of them. The Federal Communications Commission has O.K.'d a three-year trial of pay systems in areas where at least four stations are clearly visible (there are about 20 such spots now).

Note that this test involves wireless pay TV. A wired type (which seemingly needs no governmental approval) meantime already is being tried in Bartlesville, Okla., at a flat fee of \$9.50 per month.

Its obstacle, however, in the long run may be the special installations needed to pipe programs into your home. Wiring a city like San Francisco might cost \$12,000,000 to \$50,000,000.

(Continued on page 39)

ROD & GUN CLUB FOR THE MAN WITH AN INTEREST IN THE GREAT OUTDOORS.

According to Dr. Robert C. Phillips, president of the Pennsylvania Optometric Association, about 8 percent of our male population is colorblind, and these are dangerous men with guns in the woods. This association, along with others, including its counterpart in California and the U. S. Army, believes that yellow is the color hunters should wear to avoid getting shot. It seems that even the colorblind can spot that shade. Dr. Phillips has a helpful little booklet, *Man or Game?* that he'd like to give anyone who is interested in improving his hunting eyesight. To get your copy of this booklet just request it from: The Pennsylvania Optometric Association, 1312 Seventh Ave., Beaver Falls, Pa.

(Continued on page 53)

Products Parade

NEW IDEAS WHICH
MEAN BETTER LIVING.

A new, all-purpose fire extinguisher designed especially for home use is being introduced by American LaFrance Corp., Elmira, N. Y. Called the Protexall, it is only 14½ inches high and weighs four pounds, and has a pressure-indicating dial which shows that it is ready for use. The active fire-killing agent is a clean, dry powder which is expelled by compressed air and which smothers fire before it can get out of control. Unlike carbon tetrachloride and other dangerous liquids, the powder used in Protexall is absolutely harmless to people, pets and food. The extinguisher gives protection against electrical fires, burning fluids such as gasoline and grease, and household fires involving wood, paper, etc. The approximate retail price will be \$17.95.

• • •

A novel miniature camera which permits you (Continued on page 52)

BRIEFLY ABOUT BOOKS READING MATTER THAT MAY INTEREST YOU.

A book which will be of special interest to readers of *The American Legion Magazine* is *Treasure Beneath the Sea*, by N. R. Stirling, published by DOUBLEDAY & CO., at \$4.50. It tells about sunken treasures, including the more than \$7,000,000 jettisoned by the Philippine Government just before the fall of Corregidor, but there's another reason why it is noteworthy. A lot of Legionnaires helped Miss Stirling in the preparation of the book.

Late in 1955, Miss Stirling appealed through the pages of this magazine for information telling about the action of the Philippine Government in dumping its fortune in silver, and its subsequent work in salvaging it. (The U.S. Army and Navy had no records, nor did the Philippine Government.) Describing the reaction, Miss Stirling says: "I was surprised and delighted by this response, both because of its quantity and (Continued on page 42)

OTHER FEATURES IN THIS ISSUE: SOUND OFF! P. 4 • PRO & CON P. 26
EDITOR'S CORNER P. 6 • NEWSLETTER P. 27 • PARTING SHOTS P. 56



The Legionnaire's Calendar

1958

A REMINDER OF DAYS WITH SPECIAL MEANING FOR VETERANS

JANUARY

S	M	T	W	T	F	S
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FEBRUARY

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MARCH

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APRIL

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JULY

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SEPTEMBER

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OCTOBER

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NOVEMBER

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DECEMBER

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28	29	30	31			

JANUARY

1	NEW YEAR'S DAY
12	LINCOLN'S BIRTHDAY
22	WASHINGTON'S BIRTHDAY
15 16 17 18 19	LEGION'S BIRTHDAY

APRIL

6	U.S. ENTERS WORLD WAR I
6	EASTER SUNDAY
8	VE DAY
17	ARMED FORCES DAY
30	MEMORIAL DAY

JUNE

6	D DAY
14	FLAG DAY
25	KOREAN POLICE ACTION

JULY

4	NATION'S BIRTHDAY
14	VJ DAY
17	ARMED FORCES DAY
30	MEMORIAL DAY
6	D DAY
14	FLAG DAY
25	KOREAN POLICE ACTION

OCTOBER

1	LABOR DAY
1—4	CHICAGO, ILLINOIS NATIONAL CONVENTION
17	CONSTITUTION DAY
12	COLUMBUS DAY

NOVEMBER

11	VETERANS DAY
27	THANKSGIVING DAY
7	PEARL HARBOR
25	CHRISTMAS DAY

DECEMBER



DOG OF THE

The poilu had worked in Chicago, and his collie knew some wonderful tricks. So he got along fine with the doughboys.



Suddenly Pierre gave a sharp whistle and the collie left the men and joined him.

ARGONNE



Here was a dog which acted just like an American dog.

By JOHN W. ALEXANDER

WHENEVER I READ about or see on television the elaborate training that spies undergo before they are sent out on their sinister missions, I am reminded of an experience I shared as a member of the 103rd Trench Mortar Battery, 28th Division, in France during the First World War.

It had in it none of the cloak-and-dagger methods of modern espionage — the long training in the argot of the particular country the spy is to work in, the careful indoctrination in local table manners, haircuts, and clothes.

Rather, the spying of which I speak was so simply carried out that even after 40 years I am tempted to warn our counterintelligence people to watch out for the trick and to suggest that they adopt it for use by our own secret operatives.

Because the device was simplicity itself. All it needs is — but perhaps I'd better start with that late September day in France in 1917, when the heavy trench mortar battery in which I was a private moved from the front at Fismes, in the Aisne-Marne sector, to the Argonne Forest to take part in the American First Army drive against the German trench system that extended 15 miles through the shell-torn forests and broken hills of the Argonne. Our sector of the front, some miles above the town of Les Islettes, was a curious backwater of war. The frontline we took over from the French Fourth Army was merely a narrow path on a ridge in

the woods. The French could show themselves with impunity on the top of this hill, as could the Germans, 300 yards away on another ridge. But because of the supposedly hush-hush nature of the American offensive, set for September 26, we were forbidden to show ourselves.

Between the two ridges stretched a vast valley of rusted barbed wire like a tangled brown thicket, 25 feet high, to which new wire was added at intervals. The French would struggle uphill with a reel of it, lazily nail one end of it to a blasted trunk and then with a heave and a grunt roll the wheel downhill, the bright wire unreeling as it bounded and thumped to the bottom to tangle with the old rusted strands.

Our job, it developed, was to blast a path for the infantry through this almost impenetrable tangle. But for the moment we lived in peace, quiet, and comparative luxury. Barely 300 yards behind the "front" the French had, over the years since 1915, established a village of dugouts sunk into the check of a slope. In effect, they were concrete rooms, dry and comfortable. The one I occupied with several companions had a fireplace, a dangling electric bulb that worked, and bunk beds. The night was as silent as a holiday in the woods.

Reveille was the scream of the half-dozen German "morning hate" shells directed at Les Islettes, some miles back of us. At the noise, we yawned and stretched. After breakfast we lolled and read old magazines in the pretty little vine-twined rustic summerhouse some forgotten Frenchmen had built.

As the drive drew nearer, we lugger 50-pound winged bombs for our six-inch, British-issued trench mortars up the winding path to the frontline ridge, where by now we had dug in our guns and plotted our fire pattern to cut the wire. A mortar that size has to have a foundation almost as solid as that for a small house.

To save time we messed literally in the frontline, lining up under the trees in the dappled fall sunshine. The French were still around, in the hope that they would conceal from the Germans that the Americans were about to start a drive, and from time to time one would stroll along the narrow path and nod at us with a grin. The language barrier kept us apart.

Then one day just before the big push, as we sat around on fallen logs waiting for our undercooked rice and overcooked bacon, a slight figure in horizon blue came sauntering along the forest path now cluttered with dug-in mortars and piles of bombs. He was whistling and he carried a short stick, which from time to time he tossed into the air and ordered his shaggy mongrel collie to retrieve. The eager dog never missed. He seemed to anticipate his master's every move and, like a good baseball outfielder, he was there to pluck it out of the air before it fell.

I suppose that American soldiers overseas miss American girls and dogs — in that order — and it had been a long time since we had seen either. Unfortunately there were no women within ten miles — and they were French peasants — but here was a dog which acted like an American dog each man remembered from his childhood.

Almost to a man we left the fallen logs and preferred positions in the mess line to gather around the animal which now seemed glad to see us. We had no hope, of course, of exchanging more than a stumbling *bon jour* with his master.

As we patted the dog hungrily, his owner sauntered up, still whistling cheerily. Someone ventured a feeble greeting in French. The poilu stopped. "Listen, boys," he said, "you don't have to speak frog with me. I speak English. I worked in Chicago. Any of you from Chicago?"

We shook our heads no. A nostalgic soldier had lured the dog aside and was tossing a stick into the air for him to catch. He never missed.

Meanwhile his owner, surrounded by grinning soldiers each proffering an American cigarette, had moved to a fallen log and was lighting up one of the gift smokes. He gave a piercing whistle and the dog returned to his side. For the

(Continued on page 38)

BUSINESS TAKES TO THE AIR

It is estimated that 10,000,000 hours will be logged this year by American businessmen flying in company planes.

THE COUNTRY'S FOREMOST airplane passenger today is not an actress holding a mink coat and miniature poodle while posing on the steps of a commercial airliner, or a G-suited U. S. Air Force officer in the newest jet fighter. It is the American businessman, the man in the gray flannel suit, who

By MAX HAMPTON

of the pioneers in the use of company-owned aircraft. It started using its own trimotored Fokker in 1928. (Shell operates more than a dozen planes today.) But the upswing in company ownership of aircraft, which began at the end of

often was far from being a straight line on the scheduled airlines' routes. Of the nation's 6,000-plus airports, only about 10 percent can be utilized by the larger commercial airlines. Also many of the small airfields are much closer to the main business districts than those used by the airlines.



Stripped of its war paint, this ex-Air Force B-26 is now a luxurious executive aircraft.

rides in a plane which is owned and operated by his own company.

Briefcases and sales charts may seem out of place in the wild blue yonder, but, glamorous or not, statistics show that in 1956 business aircraft flew eight million hours, three times as many hours as were logged by all the U. S. scheduled airlines put together. In 1958 the total is expected to be close to ten million hours.

Some companies have owned and operated their own planes for years. Shell Oil Company, for example, is one

World War II, has been so dramatic that some authorities consider it to be the most outstanding development in the field of transportation.

Most authorities agree that the business aircraft boom actually began when the accelerated tempo of World War II forced thousands of companies to insist their employees use commercial airlines. For large numbers of passengers it was their first realization of the benefits of air travel.

They found, too, that commercial airline service had to be regarded with mixed emotions. The shortest distance between two points — from the businessman's departure point to his destination — very

Decentralization of industry has been a major factor in arousing enthusiasm in business flying. It is estimated that one-third of America's industrial plants built in the past 20 years are located in small towns, many of which are remote from the airports serviced by the airlines but within easy reach of the company plane.

Scheduled airlines' departure and arrival times often fail to coincide by hours with the time desired by the business man. The company plane offers complete flexibility on arrivals and departures. A telephone call is usually all that is needed to have the plane idling on the field, ready for takeoff, when the hurried passenger reaches the airport.

What began as a concentrated effort to save wear and tear on the top brass has been expanded today to include the lesser fry. Although the business aircraft are most often referred to as "executive planes," executives who ride them are



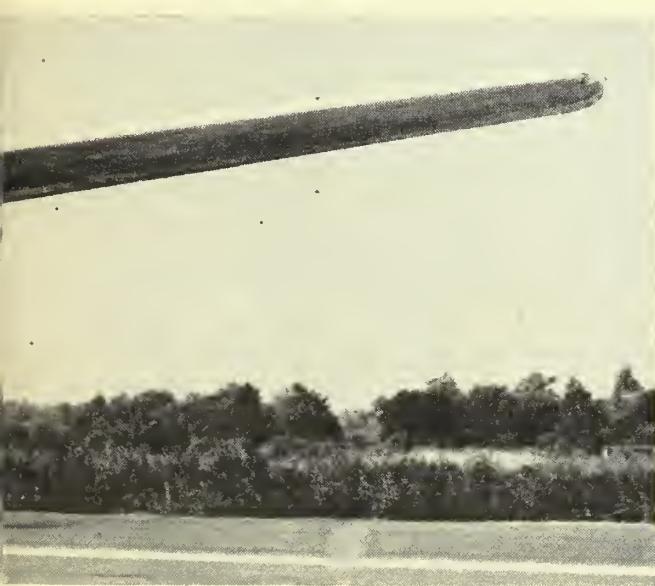
◀ National Commander Gleason flies in an Aero Commander like the President's, left.



The cabin becomes a conference room as executives transact their business en route.



The pilots are junior executives of the company and dress accordingly.



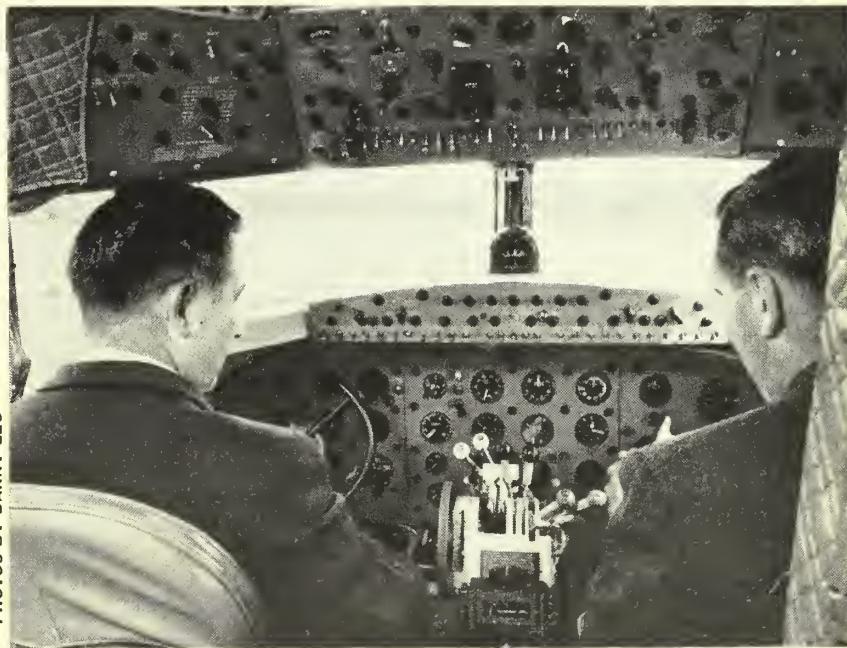
far outnumbered today by salesmen, engineers, specialists, and supervisors.

The planes themselves vary as widely as the firms which own them. They range from single-seaters used for short hops — piloted by the businessman himself — to the multiengine transports. In some of the latter the living is very easy indeed, with soundproofing, television, hi-fi, tape recorders, lavatories, divans (convertible into berths), picture windows, reclining chairs, swivel chairs, conference tables, air-to-ground telephones, and galleys and bars.

Small firms may rely solely on their one small plane piloted by a member of the staff who has his private pilot's license. Industry giants, on the other hand, own and operate such a fleet of planes that they amount to private airlines. Arabian-American Oil, for instance, has 21 planes to transport its personnel and equipment over two continents.

(Continued on page 48)

PHOTOS BY DANNY LEO



The safety of high-salaried officials is a company's first concern. The elaborate instrumentation of Webb & Knapp's DC-3 is typical.



Massou's Executive Air Catering Service prepares everything from box lunches to seven-course dinners for company planes.



Smith-Meeker Engineering Company's radio repair shop is still another industry servicing company aircraft.

I'LL TAKE TEACHING

By THOMAS P. RAMIREZ

CARDS AND FRIENDLY conversation were the order of the evening. Our guests that particular night were Carl and Norma Johnson, friends of long standing. It was midway through the Johnson's visit when Carl began discussing his job as Wisconsin representative for a Chicago publishing firm, painting its merits salarywise in glowing terms.

"Tom," he said, "when you gonna' get wise to yourself? Why don't you give

up this teaching racket? I should think you'd be pretty sick of the whole business by now—the way everybody's always sniping at teachers, blaming them for anything and everything that goes wrong in the country—"

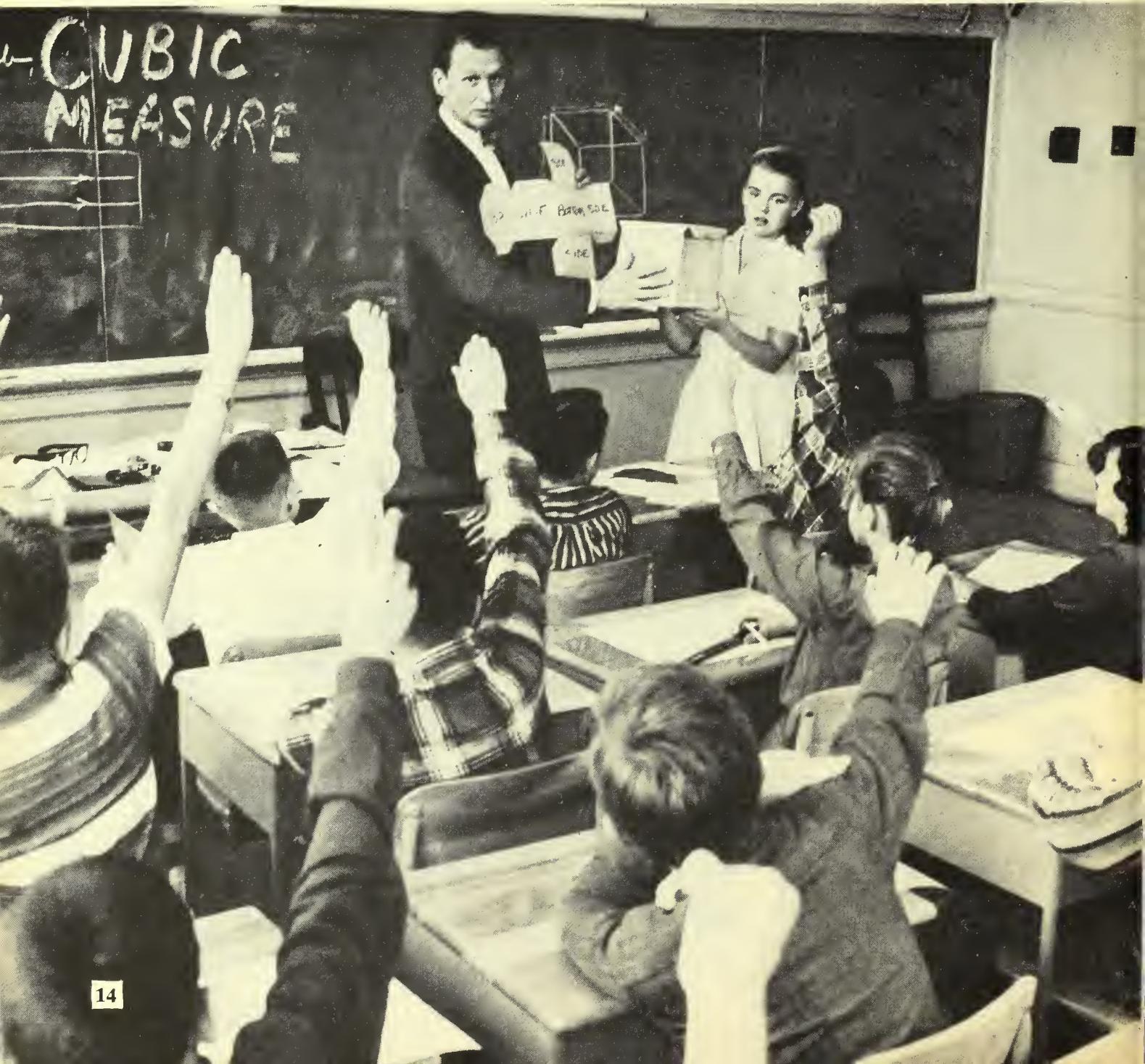
"Oh it's not as bad as all that," I said.

"Isn't it? Come on in with me. I'll set up an appointment with our personnel manager. We'll get you two, three times what you're earning now. How about it?"

"No, Carl," I said. "Selling's not my line. I'll stay where I am."

Some facts about education that every dedicated teacher knows.

Teaching is challenging work, demanding the best of a person and offering a sense of achievement.





The bulletin board is a constantly changing center of activity.



Boys will be boys, and teachers must be able to handle them.

"But why?" he asked, somewhat belligerently. "What's so good about teaching anyway?"

"What's good about teaching?" I said. "Brother, you're asking for it. Do you have a couple of hours?"

"Sure. Go ahead and sell me. I think teaching's for the birds. Probably always will."

The discussion, as I'd promised Carl, was a lengthy and heated one. By the end of the evening I had him pretty well convinced that there are calculable compensations other than monetary to be gained from teaching. It was after Carl and Norma left that evening that I reviewed our remarks and decided that perhaps I should let others—critics, champions, neutrals—know why so many American educators retort to any and all detractors with a ringing: "Teacher, and proud of it!"

Though I'll never convert Carl on the salary angle, I think it should be fairly recognized that year by year throughout the nation teachers' salaries are increasing considerably. And as these salaries rise, the caliber of the American teacher and the prestige of the teaching profession are rising also. Witness to this are recent figures from the National Education Association stating that for the first time in many years the teacher shortage is lessening, and that teachers colleges will be graduating an unprecedented number of prospective teachers in 1957-60.

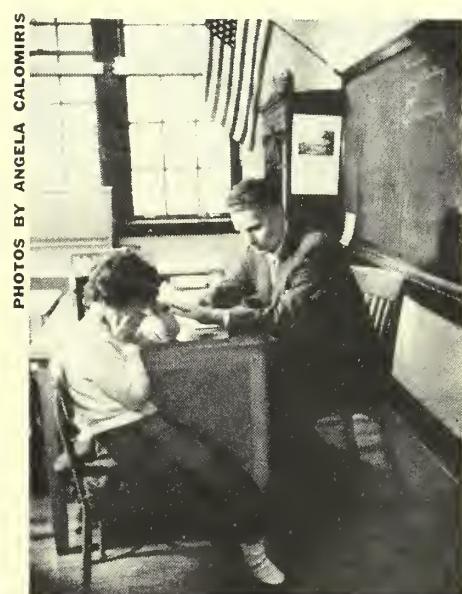
What's good about teaching? There are many, many considerations, some more important than others. But to start somewhere, let's take the simple matter of time.

Time, time, and more time. Time to be free, time to putter around home, to fish, to travel, to loaf, to be with your family. Actually a teacher works only

180 days a year, spreading this over nine months. The average wage earner works 246 days, making the teacher a freer man by some 60-odd days. Right away the summer job problem rears its ugly head, but it is for the individual teacher to choose—between "things" and time. Perhaps I'm lazy; perhaps I want to enjoy life a little more. I chose time.

The ten-week summer vacation should be incentive enough for young people to consider teaching as a possible career. Remember also to add to the 70 days in the summer, the two days at Thanksgiving, two weeks at Christmas, and one week at Easter that most school systems allow. And since most teachers receive their salary in monthly installments, the vacations are always with pay. Until you've lived through one of these extended holidays, been your own master and let whim take you where it may, you have never known real independence. Staying up late any night of the week, rising when you please, eating an unhurried breakfast for weeks on end. It endows you with a feeling of expansiveness, the like of which you've never known.

In our case our whim led us a merry chase this past summer. There was a thrilling trip to New York (sponsored by an educational magazine), others to Chicago and Indianapolis, many excursions to Milwaukee (mostly to see our beloved Braves play), and then three lengthy camping trips in beautiful Wisconsin State parks, plus a dozen or more day-long fishing jaunts. Can you blame me for liking my job? (Continued on page 40)



Girls have problems of a different type.



Long vacations permit a teacher to enjoy life with his family.

Illustrations for this article were taken at the Anna C. Scott School, Leonia, N. J. To Superintendent of Schools Joseph Vollmer, Principal John O. Berwick, Teacher Franklyn Neil, and the students of the school, we extend our thanks for their cooperation.

By JAMES N. SITES

SERVICEMEN GROWN accustomed to blinding speeds and rakish streamlining have been startled recently to see a blunt-nosed, bulbous and ponderously slow weapon from a by-gone era rejoin America's frontline defenses. The cloud-slogging blimp is coming back into its own.

The old reliable sky sausage that turned in such glowing records along the east coast in World War II looks little changed as it floats out over the same domain on an even tougher mission today. The differences lie inside. The blimp is now loaded with the most complex array of electronic equipment ever borne aloft. It has become an electronic space platform, suspending in midair our most intricate radar, sonar, and magnetic detection devices.

Their purpose: To spot a sneak attack by airplane or submarine, and to raise the alarm that would trigger armed forces across the continent into split second interception and retaliatory action.

Blimps as yet form a modest part of the nation's early warning network against air and sea attack. The U. S. Navy has some 36 airships in operation, carrying out training and research as

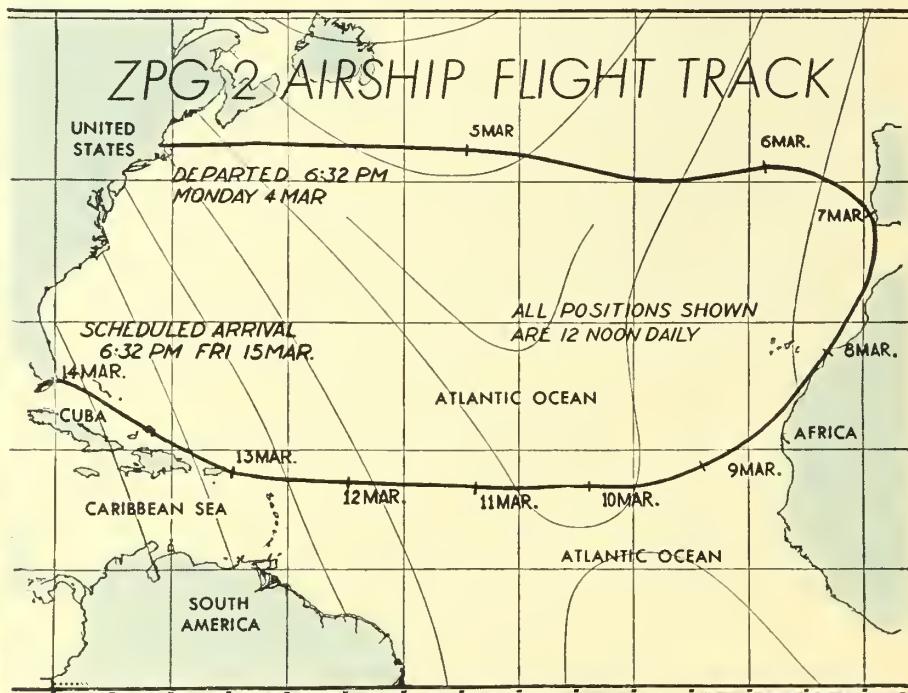


Commander Jack R. Hunt, USNR, briefs the crew of his airship before starting on the record-breaking 9,546-mile flight which lasted 11 days.

well as detection missions. Yet blimps offer so many natural advantages in their unusual new defense role that, as one official of our bristling North American Air Defense (NORAD) put it, "we simply can't afford to ignore them."

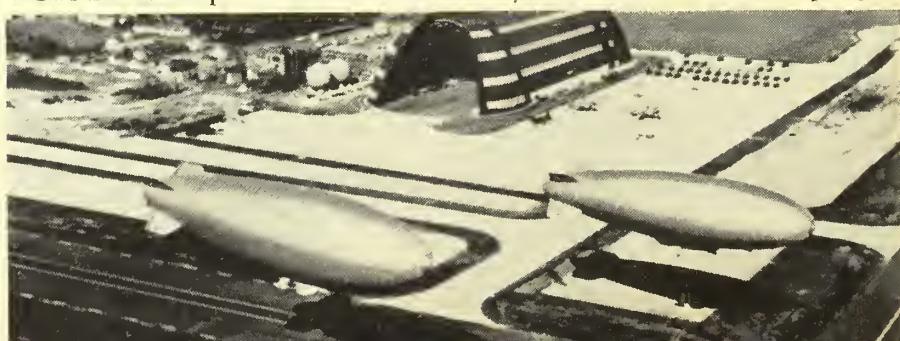
How we are using SPACE PLATFORMS TODAY

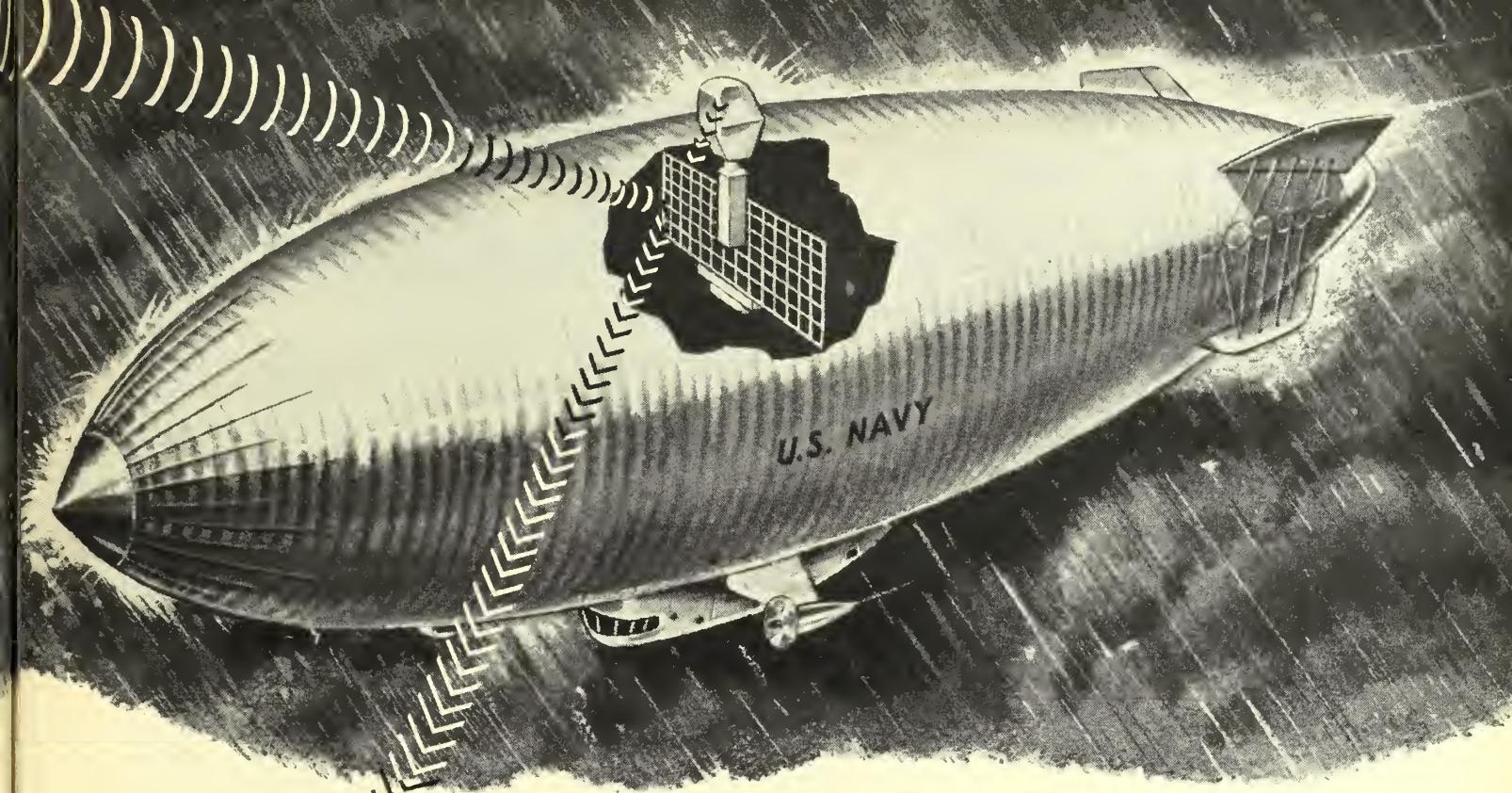
Blimps are not as spectacular as sputniks, but they are doing an amazing job.



The blimp sailed from Massachusetts, looped the Atlantic to Key West.

▼ Two ZPG-2 blimps in formation at South Weymouth, Mass., where the trip began.





Signals coming from far-ranging blimps reach this combat operations center.

One of these advantages was underscored early last year when a 14-man crew under Commander Jack Hunt, USN, took off in a standard ZPG-2 Goodyear blimp for the longest nonstop flight without refueling in history. This Office of Naval Research team left South Weymouth, Mass., on March 4, 1957, sailed across the Atlantic to Portugal, circled to the south, and came all the way back again to set down at Key West, Fla. The blimp had covered 9,546 miles and was airborne 11 days!

Beaten were both the former mileage mark set by the famed *Graf Zeppelin* in its 1929 hop from Berlin to Tokyo and the seven-day flight time a U. S. blimp recorded in 1954.

This is the kind of endurance on station that excites military officers who must wrestle with problems of getting ultra-reliable attack-detection equipment into position and keeping it there the year round. In this respect, lighter-than-air craft are more similar to ships than they are to airplanes. The skyhook



Waf writes backwards so information will be readable from dais. If an intruder should be spotted, ► the next step would be interception.

lift exerted by helium inside the bulging bag makes it possible to use only a fraction of the gasoline needed by airplanes to stay aloft. In fact, when blimps are refueled and supplied in flight, the amount of time they can stay on station is determined mainly by the staying power of the crew itself.

When Commander Hunt and his men stepped from their ZPG-2 after their record flight of last March, they looked as though they had been on an extended vacation. Sheer boredom was the biggest problem, and their biggest gripe was about the impossibility of taking a bath. Otherwise, quarters and chow were reported tops. Typical of reactions to blimp flight is this comment by a veteran submariner and airshipman, Vice Admiral B. J. Rodgers, USN (Ret.):

(Continued on page 54)



By DAVID R. LINDSAY

"THE BASIC IDEA IS to get a potential customer hooked — get him interested. You make him an offer that's too good for him to pass up. It's too good to be true, and it isn't true. Once you've got him on the line, you play him like a fish — break him down with a worse offer, build him back up again just enough so you don't lose him, and tire him out in the process till he has no resistance left. There are a lot of high-pressure methods. They're all variations on the same theme: every car buyer wants something for nothing, so you let him think he's getting it. Blinded by visions of a bargain he can boast about for months, the sucker ends up swallowing a deal so packed it would choke a whale."

That's what the man said. He had worked as a service manager and salesman in five different agencies before finally becoming a new-car dealer

IT'S YOUR

A certain type of car dealer offers

bargains that often prove to be costly.



If your dealer won't give you service, go to one who will.

himself, so he knew what he was talking about. The fuzz is off the peach now, he added. Dealers made millions in the half-dozen years after World War II, but today the business is so competitive that many have to resort to near or outright trickery for profits. Not all, of course, but a minority to be reckoned with.

Checking his report with others, in and on the fringes of the business, I learned:

- That the high-pressure techniques are so similar that once you've been introduced to one, you can see through the rest.
- That it is possible to get a real bargain in a new car — if you know how to go about it.

The way the high pressuring works is this:

First comes the fantastic offer. It may be a phone call from a salesman or a post card (some agencies buy lists of car owners, and try all those with cars more than a year or two old). Or perhaps you wander into a new-car showroom and the offer comes direct from a salesman. He asks you what you're driving, and you tell him. Next thing

you know he's figuring on a little pad and watching you to see which model on the floor you take a hankering to.

"Like that blue four-door over there?" he asks. "Let's see, you've got a 1951 Smashbang with a radio and heater. Okay, I'll tell you what. You've caught me at the end of a sales period — we've got a quota here for each man in this shop — and I'm short. Gotta sell four more cars by noon tomorrow, or else. So I'll go overboard. I'll allow you \$1,100 on your car, providing there's nothing major wrong with it, like a fender missing. I'll fill out the papers right now and take them into the boss before he gets away."

Anyone knows that a '51 Smashbang is worth about \$450 tops, but that's not your worry. Let the dealer take care of

himself. The total cost of the car is your affair, however, so you ask how much it is.

"Don't worry about that," the salesman urges, all enthusiasm now and acting the conspirator, the two of you against the agency's sales manager. "Let's see. That blue job sells for \$2,476; you'll want a radio and heater, of course; that'll come to \$193; the floor model has an oil-bath air filter, but we'll throw that in; the white sidewalls will cost you \$35; and you want anything else? Undercoating? Seat covers? Fog lights?"

"No," you probably say. "Radio and heater, that's all."

"That adds up to \$1,569 with your car. You won't have to give us any cash at all. Your car will more than cover the



Once you know where you stand, make an offer for the car you want.

down payment. What did you say your name was?"

"Look," you tell the salesman. "I was just browsing."

"You can shop all year," he counters in a hurt tone, "but you won't find another place that will allow you \$1,100. You just happened to hit me on the right day. Give me your name, and I'll take it in to the old man. You haven't paid anything, so what have you got to lose?"

That's the beginning; that's how you get hooked. Next comes the breakdown.

ILLUSTRATED BY TOM SHOEMAKER

DEAL



The stage was set when he walked into the showroom.

While you've been chatting with the salesman, his boss has been listening in via that little intercom box on the desk. The circuit is left open for him to hear what's going on.

There are several ways for the next act to go. It can even become as melodramatic as this: The salesman writes

out the order and off he goes into the lion's den. Presently there's a lot of yelling, and just inside the boss's door you see him getting a dressing down.

"What the hell do you think you're doing, bringing me an order like that?" the boss shouts. "You know what that heap is worth. Start wising up! We're not running a charity!"

Dejectedly the salesman comes back and says, "You heard him. I guess I really went overboard. The used car Blue Book says your heap's worth \$450 tops." He takes the book out and shows you. "No go on that offer. But you're a nice guy, and I'd like to do you a favor. Besides, I need the sale. Supposing we do this. We give you \$800 on your car. It's not worth \$500, but we'll say \$800, and then to help some we'll throw in the whitewalls for free. And to show the boss that this time you really mean business, give me your registration. I'll take it in with the order, so he'll see that you're not just window shopping."

Now this is beginning to make better sense to you. The \$800 sounds a lot more realistic than \$1,100. Besides, he's being nice about throwing in those whitewalls for nothing. It doesn't cost a

cent to let him try. You can always back out later.

So you hand over the registration or the keys, and the salesman marches off again. This time the commotion is really outlandish. The sales manager comes right out of his office waving the papers and yelling, "Get out of here! Get out! You're fired! I told you we're not running a charity. Who is this guy? Your brother? You're through. Don't come back; we'll mail you your check."

Giving you a sad look, the salesman shrugs his shoulders, takes his hat, and walks out the front door. The sales manager rushes back into his office, slams the door, and immediately starts telephoning. You're left there minus your registration.

While you're planning what to say to the sales manager to get your papers back, another salesman approaches you.

"Well, that sure fixed Charley Pratt."

"Too bad," you say. "Only how about my registration?"

"What registration?"

"The registration to my car. I gave it to him to give the sales manager to show I meant business. Now I want it back."

(Continued on page 50)



You can often save if you can handle the financing yourself.

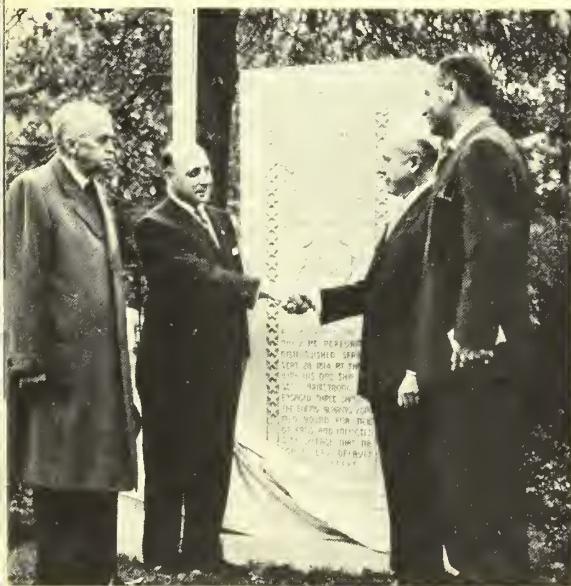
By FRANCIS E. DORN
MEMBER OF CONGRESS

ASK ANY SCHOOLCHILD who designed the American flag and very likely he will answer, "Why Betsy Ross, of course!" Ask almost any Legionnaire about the Battle of Fayal and very probably he will stammer and confess, "Never heard of it."

But the answer to the first question is not Betsy Ross. Rather it is Captain Samuel Reid, unheralded hero of the War of 1812. He is the same Samuel Chester Reid to whom the celebrated Andrew Jackson gave credit for making possible his victory at New Orleans. Said Jackson: "If there had been no Battle of Fayal, there would have been no Battle of New Orleans."

Good deeds that men do may live after them, but Reid's were soon forgotten, and he lay for almost 100 years under the flattening mound of an unmarked grave. No wreath, no rose marked the spot when, in 1954, Thomas M. Manning, a supervisor and longtime employee of the Green-Wood Cemetery, Brooklyn, New York, was combing the records of the old burial ground to compile a list of the historic dead interred there. He discovered that among them was Captain Samuel Chester Reid.

Samuel Chester Reid was born in Norwich, Connecticut, on August 25, 1783, son of a British naval lieutenant. He started at an early age to follow in the calling of his father. In that day our small Navy offered little opportunity to an ambitious young man; so Reid shipped in a merchantman, and became skilled in the intricacies of sail and earned his master's papers. During this



At monument marking Reid's grave, the author, second from left, greets Navy Secretary Thomas, as Col. Lewis Sanders, left, and Samuel C. Reid IV, great-grandsons of Capt. Reid, look on.

**Almost forgotten by the
American people, Captain
Samuel Chester Reid was**

The MAN



Captain Samuel Chester Reid

service, he was captured and served a six-month sentence in a French military prison.

The War of 1812 found our country in need of its best sailors, and Reid was quick to answer the call. Joining the Navy, he soon took command of the privateer *General Armstrong*.

Privateers were vigorously raiding



The captain inspected his wife's handicraft.

England's trade routes and seriously damaging the Empire's economy. Her commercial losses convinced England that peace should be discussed. Hence envoys were sent to Ghent, Belgium, to explore the possibilities. However, they hoped to extend the talks long enough to permit an expeditionary force to take over New Orleans in order to give them a base of operations for capturing the entire Louisiana Territory.

The *General Armstrong* at this crucial time was at the port of Fayal in the Azores, reloading for another foray. The British fleet entered Fayal for water and stores, and discovered the *Armstrong*.

Four well-armed launches were dispatched to capture this valuable plum. Despite warnings from Captain Reid to keep at a distance, the British vessels drew closer and demanded his surrender.

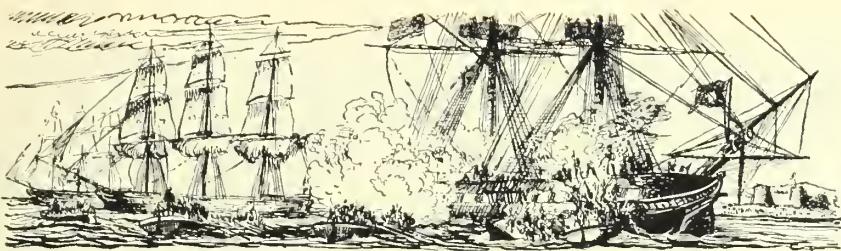
His reply was not, "Nuts to you," but a firm "No," and the important Battle of Fayal began. It was an early demonstration of Yankee ingenuity over superior force and arms, and the fierce resistance by Reid and his crew forced the withdrawal of the British. Twenty of their men had been wounded and their attack crippled. They returned to their squadron to regroup and prepare for a heavier assault. Meanwhile Reid strategically maneuvered his ship closer to the beach for whatever protection the port castle could afford him.

Not long afterward Reid, from his 90-man privateer, spotted the British brig *Carnation*, escorting a fleet of 12 landing craft with a force of approximately 500. The British opened fire at midnight. Stunned by the stoutness of the defense, the British nevertheless drew alongside the *Armstrong* for boarding. Reid ordered the use of pistols, muskets, swords, and pikes. Continually driven off, the attackers lost many of their launches and a multitude of men. From a report of Captain Reid it was learned that only 17 out of 80 men in two of the boats escaped by swimming to shore.

Dawn brought an intensified onslaught, with the *Carnation* opening fire on the *Armstrong*. Her return fire damaged the British brig severely.

Although confronted by overwhelming strength and anticipating that the *Rota* and *Plantagenet* would soon attack, Captain Reid refused to surrender. He chose instead to scuttle his own ship to prevent capture. He ordered her own long gun aimed down a hatch to blast a hole in his ship's hull. Reid and his men abandoned the sinking ship and rowed to the safety of the castle.

The *Armstrong*'s crew had lost only



Although outnumbered, Reid's men defeated the British at Battle of Fayal.

who designed Our Flag



Reid's 90 men repelled a 500-man boarding party. Their delay of a British convoy helped secure an American victory at New Orleans.

two men although the ship was at the bottom the bay. Three hundred of the British were easaulties and their fleet was badly damaged.

The British were delayed for almost two weeks in repairing their ships, burying their dead, and ministering to the wounded. The rest of the British expeditionary force whieh had been awaiting the arrival of the ill-fated squadron was, therefore, ten days late in reahing New Orleans. Henee Cap-

tain Reid had defeated the efforts of the British ambassadors at Ghent to assure the invasion of Louisiana before the treaty of peace was signed. General Andrew Jackson had time to reach New Orleans first and seore the victory that has starred in ac-eounts of the otherwise bleak War of 1812. The triumph of the valiant privateer and the strategy of her until recently obscure skipper had even more signifeant results. If New Orleans had not been sucessfully defended, the entire Northwest Territory to the Pacific coast might still be British domain.

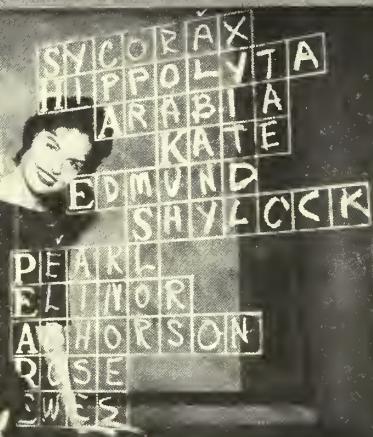
The laurels heaped upon General Jackson after his speetaular victory helped to carry him to the Presideney; so with some stretch of historical literalness, Captain Reid might even be credited with the making of an Ameriean President.

With the close of the war Reid resigned from the Navy once again and went on to new honors in other fields. He beeame the first harbor master of New York. He established the first lightship at Sandy Hook and instituted a semaphore system to note quickly the arrival of ships. The latter was most important to the commercieal traders of the times.

Captain Reid's fame grew and the Congress in Washington turned to Reid to solve a perplexing problem of our expanding nation. As State after State was admitted to the Union, the original flag of one star and one stripe for each State beeame cumbersome. A committee of the Congress asked Reid to redesign our national banner. His idea that only stars be added to the field of blue for each additional State and that stripes should represent only the Thirteen Original Colonies was accepted by Congress. Mrs. Reid proudly sewed the first flag of this design, and it was flown over the Capitol on April 13, 1818.

In 1861 Reid died at the age of 78. But his death was unnoticed, his grave unmarked, and he lay forgotten.

With the discovery of the old records at
(Continued on page 52)



Showgirl Barbara Hall won \$64,000.



"Red" O'Hanlon, left, and Morton Van Outryne, right.



Charles Van Doren, right,

How to be a QUIZ WHIZ

Some simple exercises that will help you to remember.

By GEORGE H. WALTZ, JR.

IF YOU'VE BEEN A TV quiz fan these many months, you've probably been amazed—with millions of others—at the phenomenal memories of such money-winning quiz whizzes as Harold Bloomgarden, Charles Van Doren, "Red" O'Hanlon, Ted Nadler, showgirl Barbara Hall, and farmer Craig. You've probably thought to yourself, "How come these people can remember all sorts of facts and figures while I can't even go to the supermarket for a half-dozen eggs and a dozen oranges without coming home with a dozen eggs and a half-dozen oranges?"

I wondered about it too. Was such a memory a gift? Could it be acquired? If our memories could be developed, why was it that so many of us had such jumbled mental files?

To find out, I decided to quiz an expert on the subject, and my search for such a man led me to Dr. Bruno Furst, considered by many to be the country's leading "mnemonist" (which, I soon found out, means "memory expert"). Through his School of Memory and Concentration, which offers a complete correspondence course as well as ten-week resident courses in New York and other cities, Dr. Furst has helped engineers, doctors, actors, salesmen, lawyers, executives, students, and housewives to make the most of

what they originally considered poor memories.

When I started to put the questions to Dr. Furst, he explained, "Although an exceptional memory may come naturally to a gifted few, anyone can have a good, comprehensive, working memory if he or she will work at it. While few of us have 'natural' memories, everyone can have a scientifically trained memory."

I asked Dr. Furst about my own short memory. Could I improve it? and how?

"Although you may never win a bundle of booty on a quiz show," he told me, "you can learn, by practice, to remember the facts that you feel are important to you in your social and business life if you will do two things:

"First of all, you must find out what kind of memory you have, and then exercise it along those lines. Your brain is like a muscle. It improves if you exercise it, atrophies if you don't."

In talking with Dr. Furst I soon found

ARE YOU EYE-MINDED OR EAR-MINDED?



This simple test devised by Dr. Bruno Furst will help you to determine whether you are eye-minded or ear-minded—whether you remember best the things that you see or the things that you hear. Once you find out which you are, you can give your memory a big helping hand by using either your eyes or your ears in gathering information that you want to remember.

Next to each word in the following list write down the first word (different word, that is) that comes to mind. When you have finished all ten words, turn to page 47 and check your answers.

1. SEA	6. HOUSE
2. SONG	7. WATCH
3. TABLE	8. PARK
4. GALE	9. LAMP
5. FIRE	10. RING



earned \$129,000 on "21."

Rear Adm. Redfield Mason, one of Dr. Furst's students won a \$100,000 jackpot on TV's "The Big Surprise."

out that there are two basic types of memories and that a third type sort of laps over the other two.

If you're the type of person who can "always remember a face but never the name," the chances are pretty good that you are cyc-minded. You remember best the things that you see. You can remember a picture easily, but carry away little that you've heard at a lecture. If you



Dr. Bruno Furst and Mrs. Furst have made memory training an interesting science.

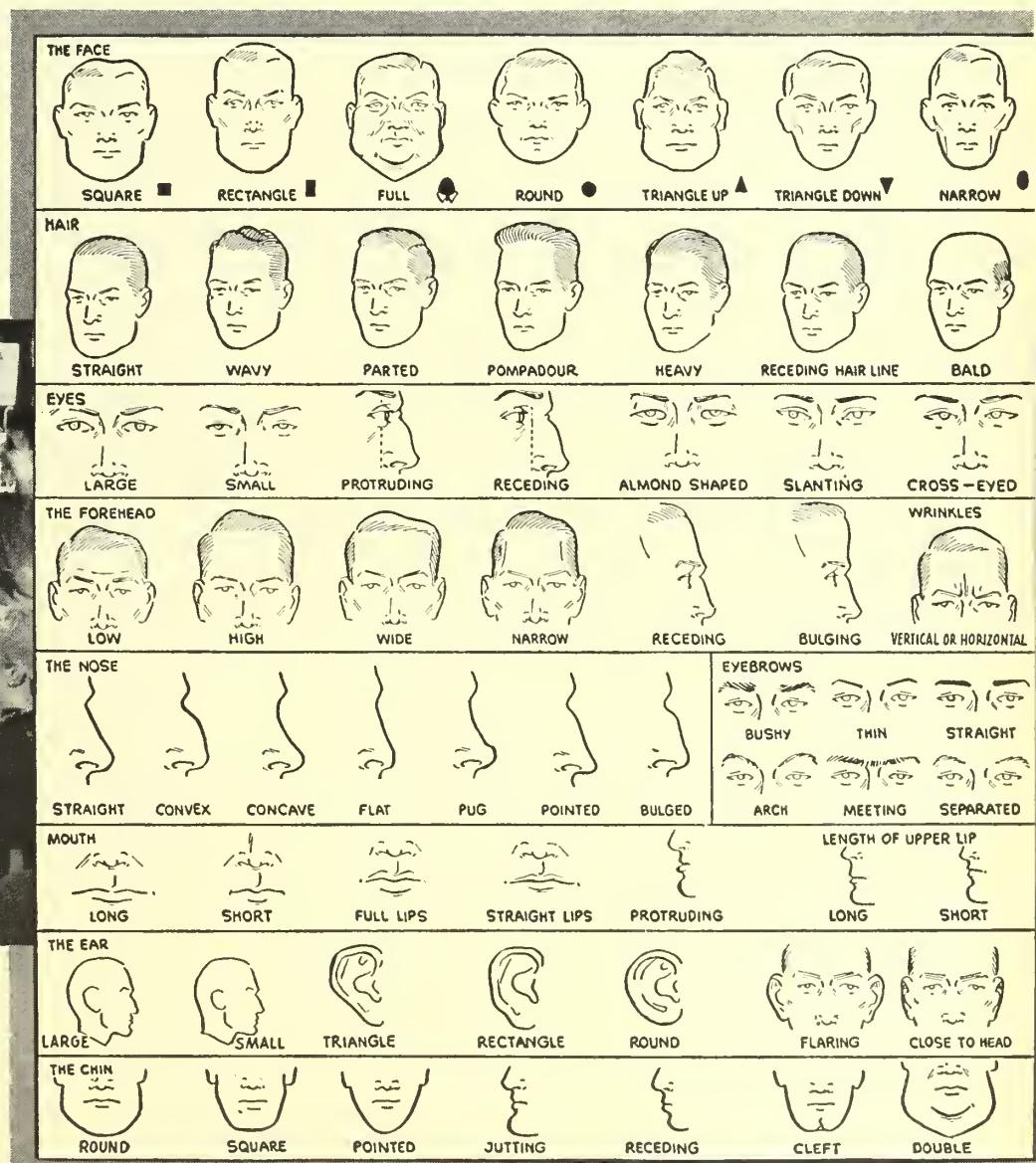
wish to play music by heart, you can learn to play a piece best by reading the actual printed score, not by listening to a rendition.

At the opposite extreme are those of us who remember best the things that we hear, not those that we see. Such persons are ear-minded. If you retain more by listening to a radio newscast than by reading a newspaper, or if you can imitate foreign accents and dialects

easily, you are probably ear-minded rather than cyc-minded. If you're musical, you can repeat a tune after hearing it played once. In this case, people are apt to say that you have "an ear for music." What they really mean is that you have an ear for remembering.

To find out whether you are mostly ear-minded or mostly cyc-minded (most people are a mixture of the two with one predominating), try the accompanying test which was devised by Dr. Furst for testing his students. If the test shows that you are predominantly eye-minded, try to get most of your information through your eyes by reading and looking. On the other hand, if you are basically ear-minded, help your memory by listening rather than looking.

This doesn't mean, however, that an
(Continued on page 46)



This chart, from Dr. Furst's memory course, shows facial features that will help you remember names and faces. Primarily it is designed to help those who have trouble remembering faces, but it also helps remind one of names since it makes it easy to associate the name with some outstanding characteristic of appearance.

You can beat the Phoney

How certain con men make fortunes by



The promoter tells the Post he will make arrangements.



Next he rents a "boiler room" ▶ and sets it up as a nerve center.

By RALPH LEE SMITH

THE WHITE LIGHT FLASHED on Bill Johnson's phone while he sat talking to a new out-of-town customer.

"Go ahead," the customer smiled, and began looking over the price lists Bill had given him.

"Captain Jones of The American Legion is calling," Bill's secretary said. "Shall I tell him to call back?"

"No indeed," Bill replied. "Put him on."

"Mr. Johnson?" a crisp, clear voice inquired. "This is Captain Jones calling from The American Legion Post. Do you have a minute?"

"I certainly do," said Bill. "Nice to hear from you." He was searching his memory, and couldn't recall a Captain Jones at the Post, but then he hadn't been too active recently.

"The Legion is running a program to help the orphanage," said the voice. "We're putting on a variety act in the high school auditorium. The cast consists entirely of disabled vets. We're asking local businessmen if they will buy blocks of tickets, which we will give to the orphanage so the kids can attend. One-fourth of the proceeds will go to the Legion Post, and the rest will go to the orphanage for its summer camp program."

"Good for you!" said Bill enthusiastically. "How many tickets are you asking firms to buy?"

"For a firm of your size, 25 tickets at \$2 each. May we sign you up?"

"You certainly may," said Bill.

"One more thing, Mr. Johnson," said the voice. "We're printing a program for the show, and we're asking local firms to run ads. It's the same deal as with the tickets — the Legion Post gets 25 percent, and the orphanage gets the rest. A half-page costs \$100. Will you buy an ad?"

"Sure we will," Bill replied.

"Fine," said the voice. "Thanks a million for your support. We're having a volunteer from the Post pick up checks and advertising copy. May we send one over in about an hour?"

"Yes," said Bill. "We'll have a check ready for him. As for the ad, just make it 'Compliments of William Johnson Machine Tool Company.'"

"Right!" said the voice. "Thanks again."

Bill put down the phone and turned to the customer with a smile. He noticed that the gentleman had lowered his papers and was regarding him quizzically.

PHONEMEN NOW YOU CAN EARN
If you can talk and sell you can earn \$10,000
for underprivileged child

PHONEMEN

Earn as mu
Starting !

WOMEN

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NOW Y

Air Condition
and the Best Dea

Country for Men who are a

WOMEN - MINK COATS Use Phone to

A smart phoneman combines the skills of an actor with

"Local American Legion Post," Bill explained. They're running a show for the benefit of the orphanage."

"You agreed to buy tickets?" asked the customer.

"Certainly did," said Bill.

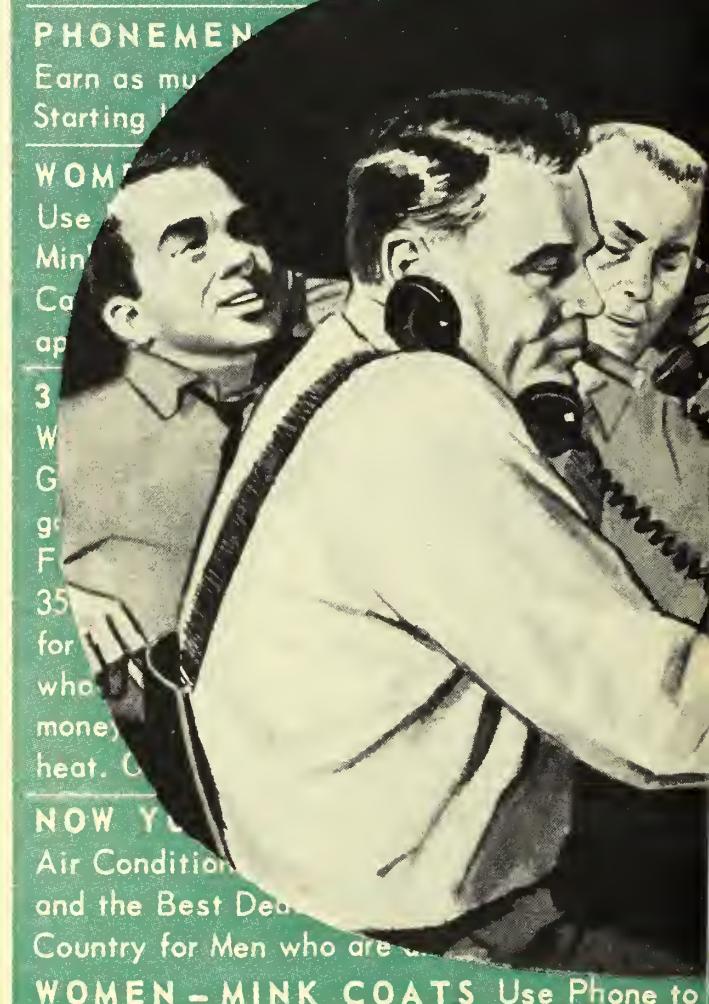
"It's not my business," the customer said, "but do you know who was calling you?"

"It was a Captain Jones of the Post," Bill replied.

"Do you know him, or have you ever heard of him?"

"Well, no," said Bill.

"I'll tell you why I ask," said the customer. "I'm a member of the Legion Post back home, and we had a bad experience with a promoter who sold us a bill of goods



Phonemen

exploiting reputable community organizations.

OUR MEN HAVE BEEN MAKING 20 G's

We are booked solid. Good towns and good money.

Paid daily, for promoters

get money without

Our men have

20 G's per

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Coats

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one to sell—

at least \$10,000

Waiting for the organization

CHURCH DEALS, SCHOLARSHIP, HOSPITALS,

a politician's sixth sense for people and situations.

on a 'variety' show. After getting us to agree to sponsor the show, he set up a whole roomful of telephone solicitors, who called every business firm and professional man in town. They used high pressure and told all kinds of lies — said they were captains or majors, told everybody they were calling directly from the Legion Post, said that all the money was going to the Legion and the Community Chest, and so forth. By the time we realized what was happening, they had cleaned up. And then the payoff came when the promoter and his telephone gang all pulled out of town two nights before the show was scheduled to go on, and we found ourselves stuck for making all kinds of arrangements. The show itself was lousy — not worth a nickel."

"Holy Smokes!" Bill was staggered. "We didn't know that some of these fellows are sharpies," said the customer. "We simply got fooled, and we were very ashamed. Believe me, it didn't do our Post any good in the community."

"I think maybe I'd better call the Post," said Bill. "Do you mind? Do you have time?"

"Go right ahead," the customer said. "I'm as interested as you are."

Bill called the Post, and spoke to the Adjutant. Yes, it was true that the Post was sponsoring a show for the orphanage. No, the Post hadn't thought of the idea — a representative of an out-of-town organization that puts on shows had contacted the Post, and when the Post Executive Committee O.K.'d sponsorship, had gone to work. No, the calls were not being made from the Legion Post, nor by anyone connected with the Legion. They were being made by the "show people." No, no one knew of any Captain Jones.

Bill put the phone down slowly, and he and the customer looked at each other.

"I'd better check it through," Bill said, and put in a call to the Post Commander.

Within five minutes the truth had come to light. The Legion Post, without the slightest inkling that it was dealing with a trickster, had signed a contract with the very same promoter who had disagreed the out-of-town customer's Post a year ago!

An hour later Bill Johnson, his customer, and the Post Commander were all seated in the office of the manager of the Better Business Bureau. There they learned some astounding facts about one of the nation's boldest and most ingenious multimillion-dollar rackets — facts that should be known to the officers and membership of every American Legion Post in the country.

They found out that certain con men are making their fortunes by using reputable community organizations as "fronts" for high-pressure fund-raising schemes in which *almost all the money goes to the promoter and his gang of solicitors*. They also learned that, because The American Legion is one of the (Continued on page 43)



In some cases the promoters will leave town without staging a show.



And Legionnaires ► are placed in an embarrassing spot.



WASHINGTON PRO & CON

PRESENTING BOTH SIDES OF BIG ISSUES FACING THE NATION

THIS MONTH'S SUBJECT: ARE FLEXIBLE PRICE SUPPORTS

THE BEST APPROACH TO OUR FARM PROBLEM?



(PRO) It is high time to dispel the illusion that price supports, either flexible or high-rigid, can by themselves maintain farm prosperity. The history of price support programs shows conclusively why this should be done.

In 1942 a rigid 90-percent support program was put into effect. Farm prices went high and would have gone still higher except for price controls. High price guarantees helped obtain the desired increase in certain commodities, but war, not price supports, was mainly responsible for high farm prices at that time.

For the years 1946-47-48 farm prices were supported at 90 percent and high prices generally prevailed. Again, it was not price supports but the crying need of the whole world for American farm products after years of war and devastation that was primarily responsible for holding farm income high.

During the years of 1949 and 1950, when 90-percent supports remained in effect, farm income went into a tailspin with almost the sharpest declines in farm prices in history.

In 1951 and 1952 the flexible support program was in effect. Perhaps I should claim that the record high farm income of 1951 was due to the flexible support program. As everyone knows, the high income of that year was due to the Korean war.

The dying 82nd Congress left the incoming Eisenhower administration a legacy in the form of another program of high supports which were in effect from 1953 to mid-1955. During this period surpluses accumulated and farm income slumped; controls had to be effected, and production costs rose.

Since 1956 flexible supports have again been in effect. Farm income has risen somewhat. As a result of flexible supports? Well, somewhat, but mainly as a result of expanded markets at home and abroad and heavy subsidization of exports of surpluses.

"Rigid" and "flexible" may be useful campaign words, but economically neither can guarantee farm prosperity. Adjustable supports are essential to a well-rounded farm program, but only as a single factor in such program.

George D. Aiken (R), U. S. Senator from Vermont



(CON) The best answer to whether or not the administration's flexible price support program has succeeded is to look back at what Secretary Benson and other administration spokesmen promised it would achieve — and then just look at what has actually happened.

They insisted it would discourage farm production, lower Government costs, and rehabilitate farm income.

Instead, after being in full force for three years, production has increased, the costs of the farm program are the highest on record, and farm income has fallen steadily.

The farm problem is serious. Farm income which was \$16 billion in 1951 was only \$11.6 billion last year. Such a drop would be remarkable under any circumstances, but it is even more serious when it occurred during years of generally increasing income and profits for everybody else — meaning higher costs for the things the farmer must buy.

Farm debt is the highest in history. Farmers are leaving their farms in unprecedented numbers. The farm plant is barely being maintained.

The basic fault with the flexible price plan was in its basic premise. The idea was that with lowered prices, farmers would produce less by shifting to some other commodity. But when all farm prices were falling, there was nothing to shift to. Besides, on most farms there is little opportunity to shift from one commodity to another.

What really happened was that as unit prices were deliberately depressed to discourage production, farmers were compelled to seek greater production to meet fixed costs of overhead.

Failure of flexible supports emphasizes the urgent need for an entire "new look" at where we are going in agriculture. Perhaps we have become so bogged down in conflict over how to help agriculture we have lost sight of just what we really want to accomplish for agriculture.

Perhaps the most constructive course that can be taken at the next session of Congress would be to develop and adopt in the broadest terms a national food and farm policy — a charter of common objectives as a starting point for any new approach to strengthening the entire farm economy.

Hubert H. Humphrey (D), U. S. Senator from Minnesota



A DIGEST OF EVENTS WHICH ARE OF PERSONAL INTEREST TO YOU

PREDICT PRESIDENT WILL URGE HUGE CUTBACK IN NATIONAL VETERANS PROGRAM:

The President of the United States will ask the current session of Congress to cutback the Federal veterans program on a broad front, said Alan L. Otten in the Wall Street Journal of November 18. Mr. Otten's calmly written appraisal is consistent with other intelligence.

Here are some of the proposals which Otten said the President would make:

(1) Virtually eliminate veterans pensions by lowering the income limitations to make it even harder than it is now to qualify for a pension.

(2) Reduce such pensions as can still be qualified for, by deducting from them any Social Security benefits received.

(3) Do away with the veterans Housing program.

(4) Make a small lump-sum payment against all future claims to veterans with war disabilities that are not severe at present.

(5) Freeze the number of beds that are available in VA hospitals.

Otten did not mention another proposal which the administration announced last summer, namely:

(6) Introduce an element of need into the compensation for severe war-incurred disabilities by paying more compensation to the severely disabled who have made a poor adjustment than to those who have made a good adjustment.

THE BRADLEY THINKING:

Otten cited the Bradley Commission contention that "veterans and their families now equal more than 45% (of the population) and by 1965 will total 99 million and make up 52% of the population. If all these people are entitled to veterans benefits, one-half the population will be subsidizing the other half."

He also cited the Bradley Commission contention that a benefits slash is justified because "more and more training in the armed forces has civilian value; there's less hazard in military service now than formerly; military pay is far better."

The first "argument" wrongly implies that the benefits which the President would slash would otherwise go to half the population of the United States. . . In fact, they go only to war veterans--whose numbers will steadily decrease in the absence of another war--and only a fraction of whom are or will be eligible for them.

The second "argument" is equally without any bearing on the actual proposals. The proposed slashes of benefits would apply only to veterans of past war service to whom the claimed advantages of military service today are without meaning.

When and if these proposals are made, veterans should be more concerned with the merits of the present Federal veterans program than with knocking down every specious argument that is put forth.

The Federal veterans program stands chiefly

on three broad principles, every one of which would be violated in part by new proposals.

These basic principles are outlined below.

COMPENSATION AND CARE:

1. The principle of compensation and care . . . This principle provides that the war-disabled should be compensated for their disabilities, that the dependents of the war-dead should be compensated for such death, and that the Government should provide medical care for war disabilities.

The pending proposal of the President that more compensation should be paid to the severely disabled who make a poor adjustment than to those with the same disabilities who make a good adjustment would violate this principle.

That it would put a Government bounty on making a poor readjustment to a severe war injury is the least part of the damage it would do.

In essence this proposal would make a distinction between men with the same severe war disability according to an administrative measure of what their need is.

No "needs clause" has applied to the war disabled thus far in the history of our country . . . it never will so long as we continue to compensate the war disabled for their disabilities rather than for some estimate of their present situation.

The proposal to make a small lump-sum payoff to those with present minor war disabilities likewise violates the principle of compensation. . . Many a man with a 20% disability today may in the future become totally disabled by a worsening of his condition. . . To propose to buy off his future claims on the basis of a 20% present disability is shrewder than it is honorable.

READJUSTMENT:

2. The principle of readjustment. This principle provides that the Government shall assist in the civilian readjustment of war veterans.

It recognizes that in manifold ways, war service tends to place veterans at a disadvantage in their civilian careers when they come out of service.

The reported Administration proposal to kill the veterans housing program, rather than make the GI Loan program workable again, would violate this principle. . . The Korean veterans would be the class of war veterans most severely affected, as the bulk of them have not yet availed themselves of this readjustment benefit, and have been promised that they have until 1965 to do so.

ASSISTANCE IN TIME OF DESPAIR:

3. The principle of assistance in time of despair. This principle provides that the Federal Government will assist war veterans who find themselves in a situation of personal despair and adversity through no fault of their own.

The morality of the principle lies in the fact that war veterans came to the assistance of the nation in its hour of extreme adversity and served it without reservation, to die if called upon to do

so . . . The principle is based upon services rendered.

Present law fulfills this principle under two major contingencies. . . (a) Pensions are paid where a veteran's earning power has been lost through disability or age. (The Legion contends that the present law does not adequately recognize loss of earning power caused by age), and (b) Medical care is provided to cover the contingency of failing health, where the veteran cannot afford his own care.

The impending proposal to restrict VA hospital beds is a proposal to curtail assistance to veterans when their health and earning power have both failed them.

The impending proposals to cut back pensions and deduct Social Security payments from them are proposals to withdraw assistance where age and disability have destroyed the veteran's earning power.

THE ISSUES AT STAKE:

In evaluating the impending proposals the basic issues will have nothing to do with estimates of population increase or the number of relatives that peacetime servicemen will have in 20 years.

The issues will be whether or not it is just to compensate the war-disabled for their disabilities; whether or not it is just to assist war veterans to readjust to civilian life; whether or not it is just to assist war veterans who have dire need as they assisted the nation in its direst need.

HOW THE PRINCIPLES EVOLVED:

Veterans benefits were not based on principle prior to, or immediately after WW1. . . National policy in veterans affairs groped and stumbled for years. . . During and immediately after WW1, the system then in effect caused untold hardship and injustice. . . It had evolved weirdly from the need to insure cargoes on the high seas during the time that the U. S. was a neutral in WW1.

Private insurance companies would not cover this risk. . . Guided by a keener interest in capital investment than in human needs, the Government passed the War Risk Insurance Act. . . It insured ships and cargoes for shippers who would not otherwise incur the risk of putting to sea in war zones. . . As an afterthought the act was later amended to insure the lives of the mariners and the personal properties of the crews, who at first were unprotected while they sailed insured bottoms and cargoes.

When we entered the war, this marine insurance was extended to cover doughboys. . . Amendment after amendment to provide for veterans was tacked onto the War Risk Insurance Act--which ended up as a crazy quilt of afterthoughts--to meet new needs as they arose. . . Because they were afterthoughts, most of the patchwork was inadequate.

The nation had neither plan nor principle that understood and anticipated the problems of the returned veterans. . . In the early Twenties this inadequacy was a national scandal. . . The plight of the returned veterans was the subject of newspaper exposés and citizens' mass meetings. . . One rally in Madison Square Garden in New York to protest the disorganized readjustment of the WW1 veterans was attended by nearly every socialite in the city.... The Dawes Commission and other special groups studied the problem. . . The whole disorganized mess came to a climax in the famous bonus march.

THE WAY OUT:

This situation was the result of a system which began with no deeper interest than to protect capital investment, and was repaired in haste year in and year out to adjust to human problems that had not even entered into the original thinking.

During all this confusion, two influential groups of people were accumulating the experience that would provide a better answer. . . These were The American Legion and the Congress. . . Congressmen, through the problems of their constituents, and The American Legion through its contacts with thousands of veterans and their dependents, jelled from tens of thousands of case histories a broad and consistent pattern of the basic problems.

The present principles of veterans benefits are the fruit of the human experience of the Congress and the Legion. . . One need only contrast the unprincipled confusion following WW1 with the orderly readjustment of millions more servicemen after WW2 and Korea to measure the profound wisdom which the Congress has incorporated into the modern laws. . . The first system began with a concern with dollar values and failed. . . The second was based on human values and national honor. and succeeded.

HOW THE NEW OPPOSITION EVOLVED:

It is not surprising that the expected proposals for cutbacks in veterans benefits to be made by the Administration violate, item by item, the basic principles on which the modern law is founded. . . It is now well known in the National Capital that what is called the President's Plan or the Bradley Plan is in fact the result of the ardent work of a handful of career employees in the Bureau of the Budget. . . As with the old War Risk Insurance Act, their basic thinking has dealt with dollar values. . . Then it was ships and cargoes, but not crews. . . Now it is paring the budget, and not people or principles.

Preoccupation with the ledger, to the exclusion of human values or human experience, is without doubt the fountain of the spate of falsehoods and misrepresentations of the veterans program which have poured forth from official sources in the years that the Budget Bureau coterie sought to undo the basic principles of veterans benefits.

The list is now a long one: the Hoover Commission characterizing the war-disabled as those who have lost their big toes, exaggerating by millions of dollars the cost of veterans medical care and by millions of veterans the number eligible for that care; the Bradley Commission dismissing war service as a routine civic duty on a par with collecting for the Community Chest, giving the official stamp to the Budget Bureau's erroneous claim that there is a conflict between Social Security and veterans benefits; the amazing new contention that it is just to cut back the compensation of the war disabled because this would reduce expenses, the repeated pretense that veterans of peacetime service and all their relatives in all the years ahead will be eligible for war veterans benefits unless we do away with war veterans benefits now; the brazen claim that veterans of past wars are no longer entitled to their benefits because those now in service have things better.

If the Administration comes before Congress to urge the Budget Bureau's version of the national veterans program, the Congress will again face the question whether dollars alone, or people and principle, should come first.

NEWS of The American Legion

and Veterans' Affairs

JANUARY 1958

Nat'l Executive Committee Views Sputnik Situation

Three major nat'l American Legion meetings were held in November. They were: (a) The annual fall meeting of the National Executive Committee; (b) The annual Conference of Department Commanders and Adjutants, and (c) the annual Boys State Conference, held by nat'l Boys' State Committee.

The implications of the Sputnik situation overshadowed all else at the annual fall meeting of The American Legion's Nat'l Executive Committee (NEC) at Nat'l Hq in Indianapolis, Nov. 20-21-22.

While the problems presented by the Russian technological advance in weapons crept into only a few of the resolutions adopted, various facets of its meaning to the United States were revealed both in addresses to the NEC and in the reports to it of various nat'l American Legion Commissions.

Only one adopted resolution (Res. #29) dealt directly with the situation. It urged an immediate realistic revaluation of the total U. S. defense policy.

No other resolutions were needed to put The American Legion on record. Longstanding Legion expressions over the years already called for the various sorts of action whose need is now being expressed in many other quarters as a result of the Soviet satellite launching.

The NEC met in the absence of Nat'l Commander John S. Gleason, Jr., (Ill.), who was being treated for phlebitis at St. Francis Hospital in Evanston, Ill. He left the hospital on Nov. 27 and expected to resume his duties by Dec. 6. Nat'l Vice Cmdr Harry Miller (W. Va.) presided in Gleason's absence.

The Commander spoke to the NEC (and earlier to the Conference of Department Commanders and Adjutants) by amplified telephone message from his hospital bed. He emphasized the new responsibilities of the Legion as a major public opinion group in the field of nat'l security, and urged that it support whatever steps are necessary to meet the new Soviet challenge "whatever it costs."

Therein the Commander touched on one side of a dilemma that the NEC tussled with, which will be increasingly apparent when Congress goes into ses-

sion, and in which the Legion and many other groups are vitally interested.

The dilemma is posed in two questions. (a) Should the Federal gov't freely make whatever additional expenditures are necessary to fully meet the Sputnik challenge? and (b) If so, who should bear the cost?

Implicit in the Legion's total action at Indianapolis was the thesis that *no necessary expenses should be spared*, and that the *entire American people* should be prepared to share equitably in the sacrifices needed to shore up our defenses.

However, others have called for paring away specific items of the nat'l budget to pay the needed cost, with the inference that "pressure groups" who oppose such a solution would be "selfish."

The Legion has its own special inter-

est in the welfare of disabled veterans, their widows and orphans. It was noted at the NEC meetings that proposals to prune veterans benefits that were planned months ago were in November being re-justified as necessary to meet the Soviet weapons challenge.

Universal Burden

The reports of the Rehabilitation Commission to the NEC, given by chmn Robert M. McCurdy (Calif.); and the Legislative Commission, given by chmn Jerome Duggan (Mo.), clearly rejected the concept that special groups, such as America's disabled war veterans, should be set aside to bear the brunt of what is a universal burden.

Both reports indicated that the movement to pass the cost of meeting the Sputnik challenge off onto hand-picked groups is itself the work of "pressure groups" bent on avoiding their own share of the needed new sacrifices.

The pocketbook speaks loudly, and the beleaguered Congress will struggle mightily with this question in the

VETERANS DAY IN CHICAGO



CHICAGO, ILL., and Birmingham, Ala., were among the major cities which properly observed Veterans Day on Nov. 11. Shown above is the moment at 11 a.m. at State and Madison Streets, Chicago, as all traffic stopped and everyone faced east in tribute to America's war dead. Huge parade was sponsored by the Cook County American Legion Council and Posts 273, 305 and 314, of Chicago. In many other cities and towns similar observances were held, but in still others there was "business as usual" Nov. 11.

months ahead. Meanwhile, members of The American Legion Nat'l Executive Committee left Indianapolis on Nov. 22 (a) dedicated to bear equitably whatever sacrifices are now needed, and (b) utterly opposed to ducking such obligation at the expense of their disabled buddies.

What's Germane?

In many respects, this was a sprightly meeting of the NEC. The members were especially disposed to question resolutions calling for legislative action that did not appear to be intimately bound up with basic programs of the organization.

Of 35 resolutions presented, nine calling for legislative action were tabled or reworded to be mere expressions of sentiment without binding The American Legion to any active support, because of lively challenges from the floor. Twenty-nine resolutions were passed, the majority of them being routine matters of internal business.

Commission Reports

Highlights of the reports of the 12 standing national commissions of The American Legion to the NEC included the following:

Americanism

Reporting for the Americanism Commission, James Daniel (S.C.), Chmn., commended the *Firing Line*, counter-subversive publication of The American Legion, for its exposure of subversive and corrupt influences; endorsed the idea of a book club to promote books in the American tradition; and urged that 12 regional Americanism conferences be held annually by the Legion.

Child Welfare

Reporting for the Child Welfare Commission, George Ehinger (Del.) acting Chmn., emphasized several problem areas connected with America's youth.

Youngsters are not preparing themselves properly in high school for higher education, he said. Curriculum shortcomings and the cost of higher education are mainly to blame, Ehinger reported.

The Smathers Bill, to divert \$100 million or more of seized enemy assets of WW2 into scholarship aid would help, he said. Various state educational aid programs were also cited as helpful.

America's child labor laws also require review, Ehinger said. Many of them have not been updated in 25 years. He reported that 50% of 16-and-17-year olds who have dropped out of school have no employment to occupy their time.

The report also urged a review of local welfare laws, some of whose provisions are not tailored to meet modern conditions.

Convention

Joe H. Adams (Fla.) Chmn. of the Nat'l Convention Commission, reported on plans for the 1958 Nat'l Convention in Chicago, Ill., which, he said, were just beginning to take shape. Dates for the Convention are Sept. 1, 2, 3 and 4. An inquiry for a future Convention has been received from Dallas, Tex., he said. The 1959 Convention is set for Minneapolis-St. Paul, Minn.; the 1960 Convention will be in Boston, Mass.; and the NEC approved Miami Beach, Fla., for 1961.

The 1957 Nat'l Convention at Atlantic City, N.J. will wind up its affairs about \$9,000 in the black, Albert E. McCormick (N.J.), President of the 1957 Convention Corp. reported.

Economic

Acting Economic Commission Chmn. Raymond R. McEvoy (Mass.) told the NEC that this may be a winter with more unemployment than any since 1949. Unemployment may be particularly severe among older veterans, he said. The Commission report urged that Legion Posts develop their employment programs to assist veterans in search of jobs.

The Economic report also stressed the continued shortage of 4½% money for GI home loans.

Finance

The NEC approved a 1958 budget reported by nat'l Finance Commission Chmn. Harold Redden (Mass.) of \$5,969,990.

The Finance Commission also reported a balance in the restricted-use American Legion Endowment Fund of \$7,166,084 at the start of 1957, of which more than \$5,117,000 is invested in gov't and municipal bonds.

Per diem for authorized travel in the business of the nat'l American Legion was increased to \$10 per day while en route and \$14 a day while at destination, from \$7.00 and \$10 respectively, the report stated.

Foreign Relations

The Soviet rocket developments will require new concepts for U.S. Foreign relations, stated Legion Foreign Relations Commission Chmn. Rogers Kelley (Tex.). The Soviet developments cannot be laughed off or explained away, but call for a new realism and readiness for sacrifice, said Kelley's report.

Internal Organization

The report of the Internal Organization Commission was given by Chmn. Addison Drummond (Fla.). In substance, the report discussed pending resolutions that had been referred to the Commission and those that were favorably acted upon appear on these pages in the digest given of resolutions adopted by the NEC.

Legislative

In the report of the Legislative Commission, Chmn. Jerome Duggan (Mo.), stressed the necessity of active grass roots support of legislative mandates when requested by the Legislative Commission. Duggan intimated that in the absence of such support the resolutions of the delegates to Legion conventions would not be apt to come to fruition.

"I would like to warn those of you who are veterans of WW2 and Korea that one stroke of the pen destroyed 15 years of effort on the part of The American Legion," said Duggan, referring to the repeal of all veterans benefits in the Economy Act of 1933. "What happened before can well happen again if The American Legion is not constantly on guard," said Duggan, adding: ". . . in the not too distant future."

Publications

The report of the Publications Commission was read by Past Nat'l Cmdr. James F. O'Neil, Publisher of *The American Legion Magazine*. Rising costs in the magazine field have required sharp economies in the operation of the magazine, the report said—but *The American Legion Magazine* would operate in the black again for 1957.

The report said that late renewals of membership, requiring names to be stricken from the subscription lists then put back on later are a costly item. Between late renewals and changes of address, roughly one million subscriptions require extra handling each year.

Editorial matter in the nat'l magazine continues to attract wide attention outside of The American Legion, said the report.

Public Relations

Many innovations in American Legion public relations were cited by Chmn. William Burke (Calif.) of the Public Relations Commission. The comic booklet "Saved by the Bell" is a "saturation vehicle" provided by the nat'l organization for Posts at low cost, he said. Posts had already ordered more than a quarter million copies for hometown distribution, the report said.

Burke also reported consolidation of many different nat'l publications dealing with major programs, for Legion officials, into a single newsletter, which will be ready for circulation by mid-winter.

Rehabilitation

Robert M. McCurdy (Calif.) Chmn. of the Rehabilitation Commission warned that America's veterans once again face a determined drive to emasculate the programs which The American Legion has created for veterans, their dependents and beneficiaries. Anticipating sweeping proposals in this direction in the coming session of Congress, Mc-

Curdy asked the NEC to alert the entire membership of The American Legion to that situation. He also announced to the NEC with considerable regret the resignation of Administrator of Veterans Affairs Harvey V. Higley.

Security

Bruce Percy (N.Y.), acting Chmn, gave the report of the Nat'l Security Commission, and stated that in the present situation of our national defense "security takes precedence over economy." The report urged upon the NEC the need to restore reserve forces funds, the necessity for establishment of a firmer nat'l military manpower policy for both active and reserve forces; and an increase in nat'l Civil Defense capability.

It also observed that both the Suez and the Sputnik situations emphasized the need for more effective U.S. intelligence agencies.

Resolutions Adopted

Below is a digest of the sense of all resolutions adopted at the 1957 fall meeting of the Nat'l Executive Committee:

2. Expresses sympathy with statehood aspirations of Hawaii.
3. Expresses sympathy with statehood aspirations of Alaska.
5. Asks that a projected defense highway on Oahu, T.H., be named American Legion Pacific Memorial Boulevard.
6. Authorizes use of Poppy funds be extended to covering expenses of authorized Child Welfare education and scholarship work.
7. Urges a nat'l cemetery for Arizona.
8. Urges Posts be on guard against spurious promotional operations made in name of "veterans" or "Veterans Day."
9. Seeks simplified form and handling of American Legion membership cards.
10. Authorizes annual American Legion Junior Baseball Graduate of the Year award.
12. Recommends, as a citizenship activity

worth emulating, the forum for first-time voters conducted by The American Legion in Arkansas.

13. Asks Nat'l Park Service to study feasibility of making a nat'l historic site of Middlebrook Camp Ground in N.J.

14. Seeks expansion of Mound City, Ill., Nat'l Cemetery.

15. Seeks increase in annuities paid veterans retired from Federal employment.

16. Seeks end to avoidance of Veterans Preference Act provisions in administration of Mutual Security Act.

18. Endorses use of U.S. military establishments as volunteer summer camps for youth.

19. Urges stronger legislation to authorize Defense Dep't denial of passports to persons who may use them to support communism.

20. Condemns Emergency Civil Liberties Committee attacks on gov't security agencies and committees.

21. Urges further efforts to establish an Ass't Secretaryship of Defense for Reserve Affairs.

23. Urges that public school curricula offer courses contrasting American and communist philosophies and methods of gov't.

25. Approves purchase of an airplane for Nat'l Commander's travel.

26. Awards 1961 Nat'l Convention to Miami Beach, Fla.

27. Approves nat'l contest rules.

28. Approves contracts for Nat'l Emblem Division for coming year.

29. Urges U.S. defense policy be realistically reevaluated.

30. Limits Legion policy on Social Security to matters affecting veterans, servicemen, and their dependents; opposes any attempts to merge Social Security with Federal veterans programs.

31. Urges maximum use be made of VA hospital beds.

32. Supports VA medical research program.

33. Authorizes a special committee to report on a group insurance plan for American Legion members.

34. Commends Nat'l Vice Cmdr Harry Miller (W. Va.) for his handling of the chair in the absence of the Nat'l Commander.

35. Extended best wishes for a speedy

recovery to Nat'l Cmdr Gleason, then a patient in St. Francis Hospital, Evanston, Ill.

Other Matters

Other matters and actions brought before the NEC included the following:

¶ Mrs. J. Pat Kelly (Ga.), Nat'l President, American Legion Auxiliary, brought greetings and pledged the continued wholehearted support of American Legion programs "For God and Country" by the Auxiliary.

¶ William E. Armstrong (Ark.), Chef de Chemin de Fer 40 & 8, spoke to the NEC and pledged the full support of 100,000 Voyageurs in all American Legion programs.

¶ Nat'l Chaplain Feltham James (S.C.) commended the Back to God and Religious Emphasis programs of The American Legion and urged that chaplains at all levels in the Legion be given the maximum possible assignments by Commanders and executive committees.

¶ William Stern, N. Dak. NECman, pointed out to the NEC that new U.S. paper currency now bears the motto "In God We Trust." Stern traced the origin of this change to a Pennsylvania American Legion resolution adopted by the Nat'l Legion in 1954.

¶ The Dep't of Defense gave the Legion a Reserve Award on the floor of the NEC, for the assistance of Legionnaires in the nat'l reserve program, especially in the field of public information. Maj. Gen. Theodore S. Riggs made the presentation.

¶ NEC members got a graphic briefing of Civil Defense planning and administration on the nat'l level from Ass't Executive Administrator of Civil Defense Raoul Archambault, Jr., a member of Post 54, Battle Creek, Mich.

¶ N. J. NECman William McKinley

LEGION COMIC BOOK PASSES QUARTER MILLION MARK



PUERTO RICO American Legion orders 10,000 copies of "Saved by the Bell," serious Legion comic book, for local distribution. Nat'l Vice Cmdr Ramon Guas, of San Juan (left), looks on as Dep't Cmdr Oscar Romero gives order to Nat'l Emblem Sales Manager Jim Whitfield (right) at Nat'l Hq in Indianapolis. Dep't Adj't Ramon Rivera (rear), smiles his approval.



ANDREW LADATO, public relations chmn of Post 330, Calumet City, Ill., displays part of "first order" of 3,000 copies of "Saved by the Bell" his Post purchased "to help all veterans to get to know the Legion for what it is." At bulk rates Post got copies for 2¢ each plus 10% handling. More than a quarter million copies had been ordered for Posts to distribute by the second week of November.

told the NEC that Mrs. Verna Grimm, recently retired as nat'l Librarian of The American Legion, was seriously ill in St. Margaret's Hospital, Hammond, Ind. Mrs. Grimm is the widow of Warren O. Grimm, who was killed by IWW's in the Armistice Day massacre of parading Legionnaires in Centralia, Wash. in 1919.

C Robert T. Fairey (S.C.) announced his voluntary retirement after four years as Nat'l Historian. Fairey reported the winners in the nat'l Post History Contest for 1957. They are:

Type I: *First* — Hubert Mogle, Post 391, Lombard, Ill. *Second* — Mrs. Furman Biggs, Post 42, Lumberton, N.C. *Third* — Henry L. Clark, Sr., Post 70, Miami, Fla. *Honorable Mention* — Howard Fisk, Post 1, Washington, D.C.

Type II: *First* — Arthur Johnson, Post 183, Brooks, Me. No others qualified in Type II.

C Mrs. Charles (Emily) Herbert, of Post 350, Burlington County, N.J., was appointed to succeed Fairey as Nat'l Historian.

C Reappointed to nat'l offices were Nat'l Treasurer Neal Grider and Nat'l Judge Advocate Ralph Gregg, both of Indianapolis.

C A pessimistic analysis of the financial structure and economic condition of many of the nations of western Europe and the Middle East was given the NECmen by Dr. Herbert V. Prochnow, a vice-president of the First Nat'l Bank of Chicago, at the Nat'l Commander's Banquet on the evening of Nov. 20.

C Nat'l Vice Cmdr Harry Miller (W. Va.) told the NEC that he had represented Nat'l Cmdr Gleason at the Veterans Day celebration in Birmingham, Ala. Birmingham's annual observance is an excellent one, Miller reported, and should be wide emulated.

C The Spring meeting of the NEC was set for April 30, May 1-2, 1958.

C Immediate Past Nat'l Cmdr Dan Daniel (Va.) gave the NEC a colorful report on the travels of the 1957 American Legion Pilgrimage to Europe, and Pilgrimage Committee Chmn James P. Ringley (Ill.) gave an accounting of the Pilgrimage, indicating that it was a solvent operation.

C Past Nat'l Cmdr Erle Cocke, Jr. (Ga.) passed on to the NEC some vivid impressions of a guided tour in the Soviet Union from which he had recently returned.

C A proposal to establish a book club specializing in literature portraying American ideals was presented to the NEC by Arthur L. Conrad, president of the Heritage Foundation of Chicago. The NEC set the proposal aside for further study.

C Nat'l Judge Advocate Ralph Gregg reviewed for the NEC matters of litigation in which the nat'l organization has been involved in the past year.

Nat'l Commissions

Here are the chairmen of national American Legion commissions and committees for 1958, as approved by the Nat'l Executive Committee. Commissions are listed in boldface and subcommittees under each commission appear indented in *italics*.

Americanism — James F. Daniel, Jr. (S.C.).

Accident Prevention — John Coyne (La.).

Boys' State — Charles Hamilton (Mo.).

Counter-Subversive Activities — Dr. J. E. Martie (Nev.).

Emblem — Julius Levy (Pa.).

Investments Policy — A. E. McCormick (N.J.).

Overseas Graves Decoration — John S. Gleason, Jr., (Nat'l Cmdr, Ill.).

Foreign Relations — Addison P. Drummond (Fla.).

Inter-American — Warren H. Atherton (Calif.).

Internal Affairs — Herbert J. Jacobi (D.C.).

Constitution and By-Laws — Halsey W. Stickel (N.J.).

Graves Registration and Memorial — Mancel B. Talcott (Ill.).

Membership and Post Activities — L. K. Gridley (Ill.).

Pilgrimage — W. Dean Mathis (D.C.).

Resolutions Assignment — Charles W. Griffith (S.C.).

Trophies, Awards and Ceremonials — Robert H. Lounsherry (Iowa).

Legislative — Jerome F. Duggan (Mo.).

National Security — Robert H. Bush (Iowa).

Aeronautics — Roscoe Turner (Ind.).

Civil Defense — Ray A. Pierce (Tex.).

Merchant Marine — Henry C. Parke (N.Y.).

Military Affairs — William C. Doyle (N.J.).

Naval Affairs — Emmett G. Lenihan (Wash.).

Law and Order — Paul S. Kinsey (Ohio).

Nat'l Security Training — Granville S. Ridley (Tenn.).

Amateur Radio Network — Verlin E. Birdsall (Calif.).

Publications — Donald R. Wilson (W.Va.).

Public Relations — William R. Burke (Calif.).

Rehabilitation — Robert M. McCurdy (Calif.).

Insurance Advisory — Milo J. Warner (Ohio).

Medical Advisory — Dr. Winfred Overholser (D.C.).

Boys' State Confab

State leaders of American Legion Boys' State programs met in Indianapolis, Nov. 15-16, and compared notes for mutual improvement of Boys' State programs in the various Dep'ts. Charles Hamilton (Mo.), Chmn of the nat'l Boys' State Committee presided over a lively agenda of subjects.

The Nat'l Americanism Division revealed an interesting set of facts and figures on Boys' States based on questionnaires answered by 47 Dep'ts.

Last year's enrollment of boys in Boy's States was found to be 14,120, representing 5,068 high schools.

A total of 5,754 American Legion Posts (or slightly less than one-third) sponsored one or more boys.

I DARE YOU!



MERLE F. BRADY, Ohio Legion Commander, "threatens" Bob Gates, Indiana Commander, at recent Conference of Dep't Commanders and Adjutants. What Brady threatened was to beat Indiana's Legion membership performance in 1958. Gates was startled but, he says, not intimidated.

Marksmanship — Robert A. Plastridge (Ga.).

Religious Emphasis — Rev. Feltham S. James (Nat'l Chaplain, S.C.).

Sons of The American Legion — Al W. Leonhard (Ill.).

Child Welfare — Maurice T. Webb (Ga.).

Education and Scholarships — Morris Nooner, Jr., (Ill.).

Convention — Joe H. Adams (Fla.).

Contests Supervisory — Louis R. Shealy (Ala.).

Distinguished Guests — A. L. Starshak (Ill.).

Transportation — W. N. Pippin (Del.).

Economic — Stanley M. Huffman (Neb.).

Agricultural and Conservation — David L. Bush (Idaho).

Employment — J. Edward Walter (Md.).

Housing — Sylvan King (D.C.).

Labor Relations — Alvah DeWeese (Calif.).

Veterans' Preference — Raymond R. McEvoy (Mass.).

Finance — Harold P. Redden (Mass.).

Average cost of sponsoring a boy was \$31. Total costs to sponsors of boys was nearly \$438,000.

Boys' States had an average of 25 adult counselors each, comprised chiefly of professional men and students.

On the average, 80% of the instruction time in the 47 Boys' States dealt with the operation of government.

One-third of the Boys' States operated to the capacities of the facilities used, two-thirds could each accommodate a few more boys.

Dept' Leaders Confer

A new and interesting format featured the annual conference in Indianapolis of the Commanders and Adjutants of the 58 Dep'ts of The American Legion, Nov. 17-19. In addition to receiving reports from the national commissions of The American Legion, several interesting panels were held in which officials of different Departments discussed the management of their Dep't affairs.

Among the panels were:

The Internal Organization of a Department (State organization of The American Legion); headed by Adjutants Joseph Deutschle (Ohio); Lawrence Centola (La.), and Frank Chambers (Miss.).

Organization of a Department American Legion College, headed by Adjutants Kenneth L. Young (Kans.); and Leo Anderson (Mass.) and N. J. Dep't Public Relations Director Harold Snidt.

Fred Feucker, Washington State Adjutant, gave an energetic demonstration of the operation of a public relations program on the state level.

The report of each national division to the conference was followed by a lively questioning of the na'l division representative by the state officials.

The conference also heard an address by Harris Ellsworth, Chmn, U.S. Civil Service Commission.

The Commanders and Adjutants concluded their meeting by pledging membership achievements for the coming year, and by the issuance of challenges between Departments regarding membership performance for 1958 (See pic.).

LIFE MEMBERSHIPS:

The citation of an individual Legionnaire to life membership in his Post is a testimonial by those who know him best that he has served The American Legion well.

Below are listed some of the previously unpublished life memberships that have been reported to the editors. They are arranged by States.

Charles H. Epperson (1957), Post 16, Stockton, Calif.

Frank E. Creamer (1951), Post 128, Lindsay, Calif.

Eugene G. La Shell (1952) and **Robert M. Dick** (1956), Post 341, Pico, Calif.

Forest A. Hethcote (1957), Post 90, Holyoke, Colo.

C. L. Foote and **Harold D. Foster** and **A. G.**

Greeves and **S. C. Henson** (all 1957), Post 113, Alamosa, Colo.

Andrew H. Ogletree and **William H. Lossman** (both 1957), Post 8, Washington, D.C.

James C. Mattingly (1957), Post 22, Cocoa, Fla.

G. B. Knowles, Sr., (1937) and **Candler A. Brooks** (1948), Post 24, Bradenton, Fla.

Thomas W. Mohley and **J. Shirah Powell** (both 1950) and **Sam T. Crapps** (1957), Post 118, Fort Gaines, Ga.

Anthony Badano (1957), Post 37, Quincy, Ill.

Herbert M. Scohey (1956), Post 123, Chicago, Ill.

Edward Luzum (1952), Post 266, Calmar, Iowa.

J. P. Bloes and **W. J. Johannes** and **Theodore Klein** and **Alvin F. Umhoefer** (all 1957), Post 290, Ashton, Iowa.

Ralph Shumaker (1956), Post 32, Alma, Kans.

Eli Dahlin (1957), Post 83, Kansas City, Kans.

Charles M. Blackburn (1954) and **Ralph Baker** (1957), Post 67, Versailles, Ky.

Charles E. Conley and **Thomas F. Congligh, Sr.** and **Joseph E. Gallant** and **Albert W. Heywood** (all 1957), Post 22, Lewiston, Maine.

William S. Polley (1947), Post 23, Woodland, Maine.

Howard E. Kyes (1956), Post 117, Wilton, Maine.

Edward H. Marshall (1957), Post 14, Baltimore, Md.

Edwin F. Penniman (1957), Post 110, Medfield, Mass.

Francis G. Smith (1957), Post 155, Dalton, Mass.

Morris Abraham and **H. Hayes Landau** and **Herbert W. Miller** (all 1957), Post 175, Longmeadow, Mass.

William Stickel and **Frank Nickels** and **Clarence A. Mead** and **Edward F. Schneider** (all 1935), Post 57, Owosso, Mich.

John C. Cox and **George E. Panopontos** (both 1957), Post 69, Springfield, Mo.

Bedford Webb (1957), Post 499, Blue Springs, Mo.

Alfred G. Cournoyer and **George H. Gentseh** and **Llewellyn LaPage** and **Joseph F. Walsh** (all 1936), Post 11, East Jaffrey, N.H.

Harry C. Bossert (1954), Post 38, Haddonfield, N.J.

Walter Howell (1957), Post 50, Hillside, N.J.

Milton Cohn and **C. Harold Saidi** (both 1957), Post 93, Trenton, N.J.

Fred Kellerhouse (1957), Post 248, Middleburgh, N.Y.

Richard T. Robinson (1953) and **William J. Hogan** (1954), Post 492, Waverly, N.Y.

Charles Ratajczak and **John A. Maluski** and **Roy Pech** and **Joseph V. Buszka** (all 1951), Post 799, Buffalo, N.Y.

Hugo M. Auer and **Richard Furness** and **Dr. T. L. Stangebye** and **Clarence A. Vasey** (all 1956), Post 71, Mott, N. Dak.

K. F. Mocik and **Dr. John W. Pietrykowski** and

Roman J. Putz (all 1955), Post 18, Toledo, Ohio.

J. Calvin H. Blackford (1955), Post 1, Tulsa, Okla.

Charles W. Whippes (1957), Post 32, Cottage Grove, Ore.

C. P. Spangler and **H. S. Dunn** and **S. Cancliere** and **William H. Fehl** (all 1953), Post 5, Pittsburgh, Pa.

Clifford Harbaugh and **Thomas Fitzgerald** and **Thomas Walls, Sr.** (all 1953), Post 20, Philadelphia, Pa.

Luther W. Hose and **Liuwood W. Wanhaug** (both 1935) and **William L. Windsor III** (1936), Post 27, Harrisburg, Pa.

Lambert J. Snellenberger and **Henry C. Shank** (both 1949) and **Richard A. Snyder** and **John E. Finger** (both 1950), Post 34, Lancaster, Pa.

P. Albert Stern and **Louis G. Flatto** and **Penrose Mortimer** and **Mark C. Hartman** (all 1949), Post 67, Pottsville, Pa.

Frederick H. Meyers (1954) and **John A. Burton, Jr.** (1956), Post 189, Philadelphia, Pa.

Charles A. Park (1957), Post 1, Manila, P.I.

Edward T. Berling (1957), Post 4, Subic Bay, Luzon, P.I.

Roland S. McFaddin (1957), Post 149, New Zion, S.C.

Fred H. Franck, Jr. and **William B. Ross** (both 1957), Post 17, Richmond, Va.

Kenneth Gifford (1956), Post 177, Fairfax, Va.

Lloyd M. Seaman (1957), Post 44, Worland, Wyo.

Post Commanders or Adjutants are asked to report life membership awards to "Life Memberships," The American Legion Magazine, 720 5th Ave., New York 19, N.Y. Date of award is requested in all cases.

CITIZENSHIP:

Blind Leader

Tommy Miyasaki, American of Japanese ancestry who lost his eyesight in the Army in WW2, has been named by his comrades to the Commandership of American Legion Post 64, Rexburg, Idaho.

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Miyasaki and his family support themselves by keeping a large poultry farm. Among the things that "enrich his life" he says are the assistant superintendence of his church's Sunday School; membership on the city board of Sugar City, Idaho; vice chairmanship of the intermountain district council of the Japanese American League, and the Commandership of his American Legion Post.

Under his Commandership, Post 64 has enlarged its participation in American Legion programs (including introducing the Oratorical Contest into the local schools), and has also increased the scope of its participation in community affairs with other groups.

"It has been my good fortune to be a part of these things," he says, "simply because I was privileged to be drafted into the Army in 1942." Despite discrimination against Americans of Japanese ancestry at that time, he says that he and his fellow Nisei "firmly believed that American fair play would judge citizenship on the basis of achievement." He entered service, he says, with the conviction of becoming a "better American in a greater America."

Today, says the blind Commander of Post 64, "I can only thank God for the privilege of having been a citizen of this great country and of assuming some of the responsibilities it offers."

Miyasaki graduated from Utah Agricultural College, finishing in the top ten in his class.

The help of his family, friends and church make his handicap seem lighter, he says. "I cannot express my thanks for the support and confidence shown me, in spite of my limitation, when our local Legionnaires gave me this opportunity to serve as their Commander."

MOVIES:

Army, Navy, War

Movies with a military background seem to be coming back in vogue. Three top flight ones, including a WWI trench warfare saga, are currently showing in U.S. theaters.

New releases include MGM's WW2 Navy comedy *Don't Go Near the Water*, and United Artist's spellbindingly dramatic *Paths of Glory*.

Columbia's madcap *Operation Mad Ball* was mentioned here last month.

Don't Go Near the Water does justice to William Brinkley's best-selling book of the same name. Glenn Ford, Fred Clark and Mickey Shaughnessy lead the laugh parade in a comedy of desk-bound WW2 sailors in the Pacific, most of whom are in the Navy but not of it.

Paths of Glory may rank with the finest war films of all time. Kirk Douglas, Adolphe Menjou, George Macready and a fine cast masterfully enact the story of a depleted French regiment of 1916, called out of the trenches to carry out an impossible assault for political reasons. While this is a battle movie, it is even more a story of the tangle of French army politics when policy requires that exhausted soldiers do what they cannot.

CHILD WELFARE:

So Kids Can See

The world premiere of a film made possible by The American Legion, which may help save the eyesight of thousands of American children, was shown on Nov. 15 at the Indiana World War Memorial in Indianapolis on Nov. 15.

The 16 mm film, entitled *Fair Chance for Tommy*, was produced by the Nat'l

Society for Prevention of Blindness with a \$4,000 grant made to it by The American Legion Child Welfare Foundation on Oct. 16, 1955.

The 13½ minute showing presents to parents and teachers of partially sighted children various procedures for preserving what remains of the children's eyesight, based on the most advanced knowledge of the nat'l blindness society.

The Legion grant was one of a series of gifts for specific projects for prevention of childhood tragedies made to specialized, expert groups and societies in recent years by the Legion's Child Welfare Foundation. Source of funds has been a number of large gifts from individual donors, plus many smaller memorial gifts, in the name of departed members, from American Legion Posts, American Legion Auxiliary Units and the Legion affiliates, the 40&8 and the 8&40.

The premiere showing of the film was sponsored jointly by the 11th District of the Indiana American Legion and the Indiana chapter of the Nat'l Society for the Prevention of Blindness, whose nat'l executive director, Dr. Franklin M. Foote, headed a panel discussion on preventing blindness in children on the same occasion.

Dr. Foote also presented to the Legion a certificate of appreciation for the gift that made the film possible.

Indiana State Senator Tom Hasbrouck, blind WW2 veteran and a member of Post 37 in Indianapolis, acted as chairman.

BRIEFLY NOTED:

► The Legion's Nat'l Executive Committee has determined that The Ameri-

TOP FLIGHT WAR MOVIES CURRENTLY SHOWING



KIRK DOUGLAS, as a French colonel, leads his men on an impossible charge out of WWI trenches in the gripping United Artists release *Paths of Glory*.



GLENN FORD and his C.O. Fred Clark dream up a publicity stunt in MGM's comedy *Don't Go Near The Water*.

can Legion's Distinguished Service Medal will go, in 1958, to the three Unknown War Dead at Arlington Nat'l Cemetery, at "a special occasion set by the Nat'l Commander."

► The Housing Committee of the New York County American Legion has processed 11,876 veterans' housing applications in the past 11 years. Committee also gave legal aid to vets in housing matters, helped them move in, and saved eight from being dispossessed.

► As part of the Veterans Day observance of Post 3, Findlay, Ohio, 13 members explained to pupils in 21 schools how to display the flag properly.

► Nat'l Legion citation to a firm in Pennsylvania for employment of veterans and the handicapped in 1957 has been given to Patterson-Kelley Co., East Stroudsburg, Pa., on nomination of Post 346, East Stroudsburg.

► Post 799, Buffalo, N. Y., offers a \$10 saving to members who take out ten-year memberships this year. Annual dues are \$6, and the Post offers ten-year memberships for \$50. It hopes to pay off mortgage on its fine Post home with the advance dues collected and utilize the saved interest in years to come to partially cover annual dues of paid-up members.

► The 1958 American Legion Nat'l Rehabilitation Conference will take place in Washington, D. C., Feb. 25-28. Nat'l Rehab Commission and Medical and Insurance Advisory Boards will meet Feb. 22-24.

► Nat'l American Legion award for employment of the physically handicapped in Rhode Island for 1957 went to Plastic Mold & Engineering Co., Providence.

► Dep't of Maine will conduct a Dep't Post History contest this year, following the rules of the nat'l contest—except that entries will be returned following the contest.

► By late Oct. 1957, 1,500 copies of *Orations*, a book containing the winning speeches made about the U. S. Constitution by youths in 47 Legion Dep'ts, had been sold. Copies are available at \$2 each from: Americanism Div., P. O. Box 1055, Indianapolis 6, Ind.

► Dep't of New Jersey gave \$1,000 to the Building Fund of the Nat'l Guard Ass'n of the U. S.

► Fifth Legion District of Pa. has won Dick Kenny Trophy by donating more blood than any other District in the Philadelphia County American Legion

Council. District gave 918 pints of blood to Red Cross in 2½ years.

► Dep't of Vermont has added 25¢ to its Dep't dues to provide money for the Vermont Scholarship Plan for veterans' children.

► District of Columbia American Legion has started a Dep't Child Welfare Foundation by earmarking \$1,800 for children of vets in the Nation's Capital who need aid not available from other sources.

► Vice President Richard M. Nixon telegraphed to the Area C Child Welfare Conference in San Diego, Calif. his congratulations to The American Legion for its scholarship program which encourages scientific training in high schools and colleges.

► To get a fact sheet outlining the ABC's of supporting Legion legislative mandates, write: American Legion Legislative Division, 1608 K St., N. W., Washington 6, D. C.

► At Area D Child Welfare Conference in St. Louis, Mo., 8&40 Chapeau National Ilene J. Cox presented \$3,000 from that organization to the Legion for aid to vets' children who have had contact with tuberculosis.

► The first nat'l Legion citation for employment of physically handicapped veterans by an interstate business has been awarded Pan American World Airways by Nat'l Cmdr John S. Gleason, Jr.

► Legionnaires, state dignitaries and other friends tendered Frederick M. Browning, Dep't Service Officer of Rhode Island, a dinner on Dec. 1.

► Members of uniformed groups—bands, drum and bugle corps, choruses, firing squads, and color guards—competing at the Nat'l Convention in Atlantic City, N. J. last Sept. totaled 5,344.

► American Legion Hospital at Battle Creek, Mich., now has added a division to care for persons with chronic diseases, in addition to its facilities for caring for tubercular patients.

RECENT POST DOINGS:

► AMONG BRAND new American Legion Posts is Guided Missile Post 200, Patrick Shores, Fla. Membership is composed of veterans attached to the Missile Test Center at Patrick AFB.

► Post 515, Latrobe, Pa., ceremonially burned 840 worn American flags removed from graves of vets in local cemeteries.

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POST 149, Fayetteville, W. Va., has provided two Nat'l Vice Commanders for The American Legion. The Post held a homecoming party recently for present Nat'l Vice Cmdr Harry Miller. Myron Renick, of Post 149, was Nat'l Vice Cmdr in 1948.

POST 161, Ferguson, Mo., dedicated a new \$65,000 Post home on November 10.

POST 46, Danville, Ky., provided on-loan hospital equipment to 44 convalescent persons in the last year, saving them an estimated \$1,180.

POST 397, Monterey Park, Calif., kicked off Veterans Day by making a Most Valuable Citizen of the Year award. Twelve civic groups made nominations, from which Melvin Femmer was chosen for the honor in 1957.

A MOTHER-DAUGHTER team carries the ball this year for Post 43, New York, N. Y. Mrs. Dorothy S. Wolke is Commander and her daughter, Mrs. Geraldine Meehan, is Adj't.

SEVEN LOCAL credit unions are operated by American Legion Posts, according to the Credit Union Nat'l Ass'n.

They are: Post 113, Granite City, Ill.; Post 447, Indianapolis, Ind.; Post 350, Perryville, Ind.; Post 96, St. Louis, Mo.; Post 1216, Bronx, N. Y.; Post 1072, Brooklyn, N. Y. and the Metropolitan Legionnaires Federal Credit Union, Roosevelt, P.R.

POST 199, Oak Ridge, Tenn., has received a citation from the Nat'l Recreation Ass'n for its outstanding youth programs.

POST 331, Shorewood, Wis., conducted a three-day celebration of the 25th year of its existence, Nov. 1, 2 and 3.

POST 86, Rockville, Md., operated a well-run summer camp for boys for the second straight year, this past summer, on its Post grounds. A total of 90 boys were accommodated.

POST 57, Newberg, Oreg., made a substantial contribution to the erection there of a handsome new memorial to the war dead of Newberg.

THE 473 MEMBERS of Post 113, Alamosa, Colo., gave life memberships to 33 members at one time on Oct. 2 in recognition of their active contribution to the Post's success, year in and year out.

POST 227, Danube, Minn., gave a tank truck to the local fire department.

POST 524, Forest City, Pa., has completed its first year of highly successful sponsorship of an extremely active Air Explorer Post of the Boy Scouts.

POST 267, Walnut Grove, Minn., published an ad in its hometown newspaper listing its important programs. The message was of great assistance to the Post's community relations, its officers report.

HENRY J. LUKE Post 267, Baltimore, Md., enshrined in its home a portrait of the soldier for whom the Post is named. Luke was killed in the Korean conflict and his portrait was given the Post by relatives.

POST 732, Bernville, Pa., started its 1957-58 community service program by giving a new American Flag to Reading Hospital.

POST 255, Caledonia, N. Y., recently completed a new \$50,000 Post home and burned the mortgage at the same time.

ALL STORES were closed on Veterans Day in Weston, W. Va. as the Weston Board of Trade complied with a joint request of American Legion Post 4 and the VFW to shut down business. As a result, Veterans Day observances were highly successful.

POST 412, Philadelphia, Pa., (composed of nurses) has sent to the Legion Nat'l Hq Trophy Room, fragments of a shell that exploded aboard the S.S. Mongolia on May 19, 1917, killing one nurse and injuring another. Nurses involved were from Chicago and were en route to join the AEF.

POST 158, Traveler's Rest, S. C. sent a contribution to the nat'l American Legion Emergency Relief fund, seriously depleted by tornadoes and floods last spring. Commented Post Adj't G. B. Cameron, Jr.: "Our Post gave 50¢ per member, and if all Legionnaires did that the fund would jump to over a million dollars."

Contributions are sent to: American Legion Emergency Relief Fund, P. O. Box 1055, Indianapolis, Ind.

POST 35, Providence, R. I., won the James A. Hackett Memorial award given by the Dept' of Rhode Island for outstanding Post public relations.

PEOPLE IN THE NEWS:

HARVEY V. HIGLEY, Past Dep't Cmdr of Wisconsin (1941-42), resigned as Administrator of Veterans Affairs.

DAVE H. FLEISCHER, member of The

American Legion Publications Commission, awarded a special citation for service by the Mail Advertising Ass'n Internat'l.

JAMES H. JONES, American Legion Nat'l Field Representative, retired.

E. J. ZOBLE, vice chmn of The American Legion Nat'l Security Commission and recently retired labor relations manager of the Texas Co., named president of The Wyoming Corp., a development company.

IRVIN L. (CLICK) COWGER, longtime Dep't Adj't of Kansas, retired. He is succeeded by KENNETH L. YOUNG, former Kansas Dep't Director of Rehabilitation.

EDWARD F. MCGINNIS, member of The American Legion Public Relations Commission, promoted to vice president in charge of public policy for Joseph F. Seagram & Sons, Inc.

Died:

JAMES J. CROSSLEY, Col. USA (Ret.), one of the men who in 1919 attended the Paris Caucus; at Barnes VA Hospital, Vancouver, Wash.

DR. SIDNEY H. BABCOCK, Dep't Chaplain of Oklahoma.

WILLIAM E. SMITH, Cmdr of the 10th District of N. Y., and U. S. Marshal for the Eastern District of N. Y.

COMRADES IN DISTRESS

Space does not permit notices to contact persons for any purpose except to assist in establishing a claim for a veteran or his dependents. Statement to that effect should accompany notice.

Send notices to: Comrades in Distress, *The American Legion Magazine*, 720 Fifth Avenue, New York 19, New York.

Army

40th Ord Light Aircraft Maintenance Bn—Need to hear from anyone who served with me in Korea in 1952 or 1953, especially those who remember my illness. Write me, Fred Bones, P.O. Box 43, Shepton, Pa. Claim pending.

80th Div, 905th FA Bn, Btry A—At about 4:30 p.m., Sat., Jan. 23, 1943, the truck in which I was riding while taking targets to firing range at Camp Forrest, Tenn., passed over a deep ditch, and I was jolted so hard that my neck snapped. I was treated (physiotherapy) at the base hospital. Now need to contact anyone who remembers me, especially the truck driver and the doctor or medics who treated me. Also need to learn the whereabouts of Joseph Harker. Write me, Paul N. Ehman, 301 S. Winebiddle Ave., Pittsburgh 24, Pa. Claim pending.

102nd Cav, Troop E—Need to locate anyone who served with John Shanley at Pilsen, Czechoslovakia, in July and Aug. 1945 and who remembers that he was treated for a foot condition. Particularly need to locate Charles B. Welder (believed to have been from Ga.) and John J. Zueca (whose last known address was Union City, N.J.). Write R. F. Shear, American Legion Service Officer, Court House, Belmont, N.Y. Claim pending.

Fort Thomas Ky., 13th Inf and 35th Inf (WWI)—I served with the 13th Inf, Recruit Co (a company composed of men who had been in the recruiting service). While boxing at the Knights of Columbus Hut in Oct. or Nov. 1918, I slipped and injured my back and was unable to complete the third round. Now need to hear from anyone who served with me. Write me, Albert W. Knapp, 1835 Cordova Ave., North College Hill 39, Ohio. Claim pending.

Air

485th Bomb Group, 830th Bomb Sqdn—Need help on widow's claim from anyone who served in WW2 with my late husband, John B. Burks, Jr., of Monon, Ind. Write me, Mrs. John B. Burks, R.D. 1, Wolcott, Ind.

OUTFIT REUNIONS

Send notices to: Outfit Reunions, *The American Legion Magazine*, 720 Fifth Avenue, New York 19, New York.

Reunion will be held in month indicated. For particulars, write person whose address is given.

Army

10th Engrs (Forestry) (WWI)—(Jan.) James P. Morton, P.O. Box 548, Placerville, Calif.
11th Major Port—(Aug.) Carlton Marshall, 2118 Waverly, San Antonio 1, Tex.
17th Airborne Div—(Aug.) W. A. Roncone, 802 Hiland Ave., Coraopolis, Pa.
75th Div—(Aug.) John McBurney, 5822 E. 14th St., Kansas City, Mo.
96th Div—(Aug.) Minor Butler, Box 144, Mount Erie, Ill.
127th Sig Radio Intelligence Co (July) George Walz, 1703 S. Central, Burlington, Iowa.
310th Inf—(Mar.) John P. Riley, P.O. Box 310, Providence 1, R. I.
338th Inf, 1st Bn Officers (WW2)—(Feb.) Willis O. Jackson, 840 Marietta St. NW, Atlanta, Ga.
459th Ord Evac Co (WW2)—(Aug.) M. F. Blackwelder, 207 St. John's St., Concord, N. C.
492nd Engr Equipment Co—(May) Mike Colandrea, 39 Rockland Ave., Staten Island 6, N. Y.
713th Ry Operating Bn—(Aug.) R. E. Moulds, 426 W. 7th St., Newton, Kans.
772nd FA Bn, Btry A—(July) Omer Gentry, Tompkinsville, Ky.

Navy

1st Aeronautical Detachment—(Apr.) W. C. Whitehead, 1110 Bel Air Place, Los Angeles 24, Calif.
70th Seabees—(Apr.) Arthur J. Benline, 1740 Broadway, New York 19, N. Y.
HMS Tuscania Survivors—(Feb.) Edward T. Lauer, 8035 Stickney Ave., Wauwatosa 13, Wis.
Ten Cities at Arzew, Algeria, and Salerno, Italy: Personnel at Chateau Richard, Algeria; 2nd and 4th Beach Battalions—(Aug.) Bernard J. McBride, 129 S. Main St., Adams, Wis.
USS Sanfley—(Aug.-Sept.) Joseph DeGiuseppe, 218 N. Washington Ave., Waukesha, Wis.
USS Vickshire (WW1)—(Mar.) Eric Chandler, 4433 51 Ave. S., Seattle 18, Wash.

Air

74th Service Sqdn—(June) Don Winters, 622 Marquis Ave., Mansfield, Ohio.
315th Service Sqdn (WW2)—(July) Isadore Levine, 117 Glenridge Place, Cincinnati 17, Ohio.
2014th Air Force Ord Co—(July) Paul J. Buczek, 5127 Blair St., Pittsburgh 7, Pa.

THE AMERICAN LEGION NATIONAL HEADQUARTERS

OCTOBER 31, 1957

ASSETS

Cash on hand and on deposit	\$ 492,732.88
Receivables	426,442.28
Inventories	536,788.18
Invested Funds	660,764.29
Trust Funds:	
Overseas Graves Decoration	
Trust Fund	\$ 257,946.49
Employees Retirement	
Trust Fund	2,330,392.60 2,588,339.09
Real Estate	804,990.15
Furniture and Fixtures,	
less Depreciation	229,156.36
Deferred Charges	214,555.16
	\$85,953,768.39

LIABILITIES, DEFERRED REVENUE AND NET WORTH

Current Liabilities	\$ 301,591.97
Funds restricted as to use	32,577.22
Deferred Income	1,385,975.87
Trust Funds:	
Overseas Graves Decoration	
Trust Fund	\$ 257,946.49
Employees Retirement	
Trust Fund	2,330,392.60 2,588,339.09
Net Worth:	
Reserve Fund	\$ 23,852.30
Restricted Fund	19,389.49
Real Estate	978,243.65
Reserve for Washington Building	14,326.63
Reserve for Rehabilitation	462,813.54
Reserve for Child Welfare	13,839.42
	\$ 1,511,965.03
Unrestricted Capital	133,319.21 1,645,284.24
	\$85,953,768.39

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DOG OF THE ARGONNE

(Continued from page 11)

next ten minutes man and dog were in complete rapport. At his command the dog retrieved, rolled over, jumped a stick held high, begged, counted — in fact did everything a well-loved American boy's dog could do even in his owner's fondest dreams.

By this time the banging of a serving spoon on the side of the stew can proclaimed mess and Pierre, the name he gave us, stayed as an honored guest, smoking American cigarette after cigarette, rattling his borrowed mess tin, and talking about the old days in Chicago.

Seated on his log after his exit from the line with his heaped-up plate of food, he asked plaintively, "Isn't there anybody here from Chicago?"

At his feet the dog slurped his rations from another borrowed mess tin.

Our Eastern sneers were almost insulting. "No," we chorused, "we're from Philadelphia."

Pierre nodded. "Oh, I've been there. How's Broad and Chestnut?"

"O.K., the last time we saw it."

"When was that?"

"Let's see, we got to Liverpool the first week in May, went to Southampton and then to Brittany for trench mortar instruction —"

"Draft troops, eh?" Pierre flicked the ash from his gift cigarette. There was the shadow of a sneer around his lips.

"Whadda you mean, draft troops? We're 28th Division — the Iron Division — and we just came from Fismes down around the Marne. It was pretty tough compared with this."

"So you just came here for a rest."

"Rest nothing. Tomorrow at midnight all hell is going to break loose." One of us waved at the 50-pound mortar shells stacked around us. "We're going to cut the wire with these and then the doughboys are going over at dawn."

"Oh, just a local operation," Pierre shrugged, playing absently with the ear of the dog at his feet.

"Loal?" I said. "Why, we've got the whole First Army and 3,000 guns back as far as 15 miles. This is it. Wait till you hear that barrage."

Pierre nodded and grinned. "I feel sorry for those poor Jerrys over there." Then he rose from his log and gathered up his mess tin and that of his dog.

"Where do I wash these?" he asked. "I've got to get back to my outfit."

"That's O.K.," I said. "We'll wash them."

The collie was by now lying on its side, drooled over by a knot of small-town dog owners. Suddenly his master gave a sharp whistle and the collie gamboled toward him.

Pierre shook hands all round, as the French do, and nodded acquiescence at the pressing invitations to come to Philadelphia after the war. His nod was comradely; there was nothing sinister in it.

Man and dog started along the woods path in the dappled September sunshine. Just before the trees hid him, he turned and waved. We gestured in return and the collie's plume gave us a final salute.

"There's one nice frog," someone said, and added, "and a smart dog."

We all nodded. We returned to carrying the bombs and laying our mortars.

Suddenly there was the pounding of

feet and shouting from the mouth of the path opposite to that along which Pierre and his dog had disappeared, and we looked up to see a squad of panting, red-faced *poilus* boiling toward us.

"*Où est il?* (Where is he?) one demanded, brandishing his carbine. It was some seconds before our Yankee ears could adjust to rapid-fire French. Finally I summoned my college French. "*Qui?*" I asked. This brought on another Gallie sputter: "*L'espion. L'homme avec le chien.*" To drive the words home he began a painful series of "woofs" to explain the dog. Then he grew fevered: "*Espion! Espion! Boche. Boche.*" *Espion* means spy, and *boche*, of course, was the derogatory nickname for a German.

But the phrase "The man with the dog" could only mean our friend Pierre. How could a nice guy like that be a spy? He had eaten our food, smoked our cigarettes, asked understanding questions about home. And the dog! There was an American mutt if I had ever seen one.

Then suddenly I remembered the questions Pierre had asked. I peeked up at my companions, and we all hung our heads sheepishly. For, under the dog's spell, we had spilled everything — who we were, where we came from, our division, number, the battle plans for that midnight. I shivered. Maybe we could be shot as spies too!

When we recovered ourselves, every dirt-rimmed finger pointed out to the impatient French the route Pierre and his dog had followed. But while we blamed Pierre, we could not find it in our hearts to blame the collie. If anything was amiss, Pierre, we were sure, had fooled this good American dog the way he may have fooled us.

We never found out what happened to Pierre or his dog. The barrage we had boasted about began on schedule at midnight, and we were too busy to think about the spy until about one o'clock on that night. Then there was a tremendous explosion along the line of our guns, muffled by the basso profundo of the barrage. A sergeant motioned us to close in. When the smoke drifted off, there was a deep crater like a small meteor hole, whose sloping sides made a vast grave for ten men who had been patting the dog a few hours before. Surrounding trees dripped red festoons of entrails; I recoiled from stepping on a blackened hand severed at the wrist.

Perhaps what hit us was a chance shot, but even today I feel that somehow on that long ago September day in the Argonne the German "Pierre" and his dog had selected with uneanny psychology the one sure key to unlock the tongues of American soldiers.



"What say we open a few windows before the next deal?"

YOUR PERSONAL AFFAIRS

(Continued from page 8)

So some movie producers, sports and theatrical interests, equipment makers, et al. have been clamoring for a chance to use the airwaves. What they will try to do is send you a scrambled signal which a special unscrambler will straighten out on your TV screen for a fee.

Naturally, this is stirring up a storm. The TV industry, as presently constituted, is opposed to any system paid for by the viewers instead of advertisers. So are most motion picture theater operators.

However, the Federal Communications Commission is willing to allow both methods—the fee and the free—to go on the air alongside each other so that you can judge which you want. (Your present TV set can get both.)

Satellites and rockets are turning our eyes Heavenward more than ever. Telescope sales are soaring.

Before you rush to buy one, however, make up your mind what you really want it for.

• If you want to be a serious astronomer, you should buy or build a reflecting telescope. Simply stated, this consists of a mirror to pick up images and a microscope-like attachment to enlarge them. It gives very high magnification. But it's big, clumsy, tricky, and can't be used for much except studying the heavens.

• Refractor telescopes—the kind your kid calls a "spyglass"—are much more versatile (though they don't give so much magnification). The commonest variety is made of a series of draw-tubes fitted with lenses. A more sophisticated version is the "prism scope" in which prisms do the work of the extra tubes and thus cut down bulk.

• The binocular is really two prism scopes working in tandem. For the sake of handiness, magnification is sacrificed. But the compensation lies in brightness of image and the "three dimensional" effect you get when using both eyes.

In examining a telescope or binoculars, you'll see a pair of numbers something like this: 7x50. The 7x means the instrument enlarges seven times in all directions—that is, objects appear seven times higher, seven times wider. The other figure (50) is the diameter of the objective lens in millimeters.

In combination, these numbers give you an index of the amount of light the instrument admits. The formula is to divide the first into the second and square the quotient (for a 7x50, you get $\frac{50}{7}$ = roughly 7; and 7×7 = roughly 50). The higher the index, the greater the brightness of the image.

Current items worth noting:

AUTOS: Detroit talk is that the big car makers hereafter will restyle fairly extensively every year, instead of at two or three year intervals. The public's appetite for change seems to be more insistent.

HEART AILMENTS: The American Heart Assn. continues to question the role of fatty diets in heart attacks. Emotional stress is a more likely reason why the machinery starts to go haywire.

FARMERS: Our farm population dropped by more than 1.8 million in a single year, says the Census Bureau. In short, around one out of every 11 farm dwellers became a city fellow. Curiously, though, they sometimes didn't actually move into urban areas—the urban areas, instead, were growing so fast that they simply swallowed up the farmers.

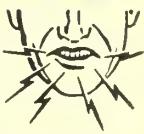
ALUMINUM: You're going to see many more consumer items made of this light metal. The reason is twofold: (1) aluminum production capacity has increased tenfold since 1939, and (2) less of it is being used in the new air weapons because stainless steel stands up better under high temperatures and stresses.

MORTALITY: The average age of our population continues to go up, but the advantage in favor of women keeps increasing. In 1926 women outlived men by 2.6 years; now the difference is more than six years. Metropolitan Life Insurance Co. points up some reasons: Fewer young women die in childbirth, while many more young males perish in auto accidents; lung cancer and ulcers proportionately afflict more older men.

—By Edgar A. Grunwald

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I'LL TAKE TEACHING

(Continued from page 15)

A month after school started this fall my daughter and I had a most revealing conversation. It was evening and she was sitting on my lap while we watched television. Suddenly she threw her arms around my neck and said in her most serious voice, "I love you, daddy."

"I love you too, honey," I said.

"But know what?"

"No, what?"

"I'd love you more if we could get together again like we did this summer."

What more effective argument could there be? Holidays like Thanksgiving, Easter, and especially Christmas were meant to be spent with your family. But how many men spend them that way? It's home for the day and back to work the next. At Christmas the beauty and true meaning of the season is lost as you hurry through shopping and wrapping tasks, barely slipping your packages under the tree in time. And when the day is over and you need time to recuperate, to let the spirit really sink in, to enjoy the children, where are you? Back at the old grind. Not so at our house.

Christmas is a leisurely time with us. My own special gifts for Fern are painstakingly chosen, and wrapped as only a man can wrap them—with much love and little imagination. There is time to help frost the Christmas cookies, make the popcorn balls. Special pains are taken with the tree and other interior decorations. And when Christmas Eve has come and the children are snug in their covers and the adults have gathered for carols before midnight services, the peaceful spirit of Christmas is deeply felt.

Perhaps all this makes me sound like a confirmed loafer. Not true. I truly love my work. Teaching is seldom monotonous; time literally flies. New problems, new interests constantly arise. You are just too busy to be bored.

You enter the building in the morning (8:30 usually), reviewing your plans for the day. Barely inside the door, you are caught up in a dizzy whirl of activities, important and petty, that never stops until the final bell rings late in the afternoon.

Here is a typical day:

Arrangements must be made with the music department about the square dance lessons your classes will begin tomorrow.

"Mr. Ramirez, can you give me the assignment for yesterday's English?"

"Mr. Ramirez, John won't give me my billfold."

The weekly newspapers haven't arrived on schedule, and you must call the post office to track them down.

A film must be shown, but the schedule is loaded. You have some fancy time-swapping to do with other teachers.

"Mr. Ramirez, could you look into this reading bulletin and report on it at tomorrow's teachers meeting?"

A new bulletin board display must be put up.

The thermostat is on the blink again, and the room is freezing. The janitor must be located.

Students pictures must be chosen for the art show on Friday. Committees will have to be appointed for matting, hanging, labeling.

Nancy has a heartbreaking inferiority complex. Something should be done.

And Doris — caught necking with a high school boy on the bus taking students to a distant basketball game. What next?

"Teacher! Andy and Frank are fighting down in the gym!"

Mr. Ramirez! Mr. Ramirez . . ."

So it goes — all this besides regular classes — until at last you sit in your empty classroom, wondering where the day has gone. Thus it is with the weeks and the months, and before you know it you are another year older and (you hope) another year wiser. I can't think of another job adjudged to be routine that is so completely unroutine. No day is the same, for you count on some child to thrust a unique, never-before-encountered problem upon you at any hour of the day. Sometimes it's a hot potato. "And there you are," as our Georgie says. For instance, my over-romantic eighth grader and her supercharged swain. Out of desperation, I turned her over to our home economics teacher for a good talking to.

Teaching is challenging, creative work. It demands the best you have to offer, and gives as reward a tremendous sense of achievement. Any teacher can teach humdrum, lifeless classes, but it takes a conscientious teacher to present a creative lesson.

To teach the meaning of volume, the inventive teacher has the children build paper cubes, and thereby concretely demonstrates what cubic measure really means. The solar system is made comprehensible by the use of flashlights, string, volley balls, and any other improvisations the ingenious teacher can devise. The Civil War becomes more vital by reading dramatic snatches from *John Brown's Body* or playing the *Lonesome Train* recording. Western expansion is illustrated with passages from *The Buffalo Hunters* or *The Forty-Niners*. The children assume the roles of characters met in their reading texts.

I remember the cubic measure lesson and the excitement which gripped the class by the time we were finished. I knew the lesson was a success when, at dismissal, I overheard Martin, one of my slow boys, tell a friend: "I wish I could learn arithmetic like that all the time. That was fun!"

If you've ever had a group of 30 lively youngsters hanging on your every word as you launch into a discussion of atomic warfare or of the magnitude of our universe; if you've seen hands popping up all over the room as you finish explaining the seriocomic tragedy of the Battle of Bull Run; if you've been pelted with intelligent questions even when you deal with topics as mundane as nouns and pronouns — if you've had these ex-



"All I said was, 'OK, that suits me fine!'"

periences, then you've had some of teaching's finest thrills. There can be few greater satisfactions.

Beyond these satisfactions is the practical consideration of your own processes. Keeping ahead of your students as regards subject matter and digging out extra research materials keeps you alert and aware of the world's changing pace. You learn with the children, be it subject matter, educational techniques, or deeper understanding of human values.

In the back of the room Roger and Andy are feuding again; you are aware that Myrna is being ostracized by her classmates; Raymond, overly sensitive anyway, is being teased about his tallness. These psychological and social problems are yours to cope with also, and they call for wise handling.

Summer school sessions, curriculum meetings, conventions, inter-school meetings, and informal hallway chatter with other teachers all further enrich your intellect. You become a more interested, more interesting person as a result. Surely this is an advantage, for you become old only when you stop learning.

And while we're at this youth business, what other job provides so much opportunity to enjoy and participate in young people's activities? This point may apply more to high school teachers than to elementary grade teachers; but in my previous school the grades and the high school were in the same building, and as a result I was able to attend, in addition to all grade school activities, the high school class plays, open houses, sports events, and dances.

Remember your junior prom? You probably do, and well too, for it was probably the only one you attended. In most high schools all or part of the faculty is invited to these proms, and in three years of teaching I've attended three such dances. Even though they didn't duplicate the magic of my own junior prom, there were several nostalgic moments.

The theme for the prom this last year was *Showboat*. Came the night and the gym was transferred to a dazzling ballroom, resplendent with star-spangled, crepe paper streamers and quaint, soft-light lampposts separating the dance area from the candlelit tables. Along the wall were life-size paintings of Magnolia Hawks, Gaylord Ravenal, Captain Andy, and other assorted characters, while along the entire opposite wall cruised a smoke-billowing showboat.

Dancing with my wife, vicariously reliving my teen-age days, I saw youngsters I had taught only a few years previously. They were young men and women now, clumsily, yet charmingly, posturing adult ways, the boys finally awakening to the fact that girls are pretty wonderful, the girls further

affirming earlier convictions. It left me with a hollow feeling to see them, the girls so pretty in formals, the boys gallant and uncomfortable in their best suits or tuxedos.

To some this might seem infantile escapism, but I can assure you it can be beneficial, if only to the soul. By observing the youngsters and joining in their fun, you become, to some extent, part of the "gang." This in turn broadens your understanding of their problems. Also remember that in this mingling process, some of their youthful vitality, enthusiasm, and ideals are bound to rub off on you. And surely no adult can object to this "mental" shedding of years.

Despite the constant stream of gags about teachers not being able to get credit at stores and banks, while the construction worker, garbage collector, et al., can, the teacher is a top credit risk in any community. Stores and banks know that teachers are responsible, stable people, and are happy to arrange credit plans for them. More than once I have seen the doubtful look on a credit manager's face erased, as if by magic, by the mere mention of my occupation.

This is, no doubt, a hangover from the old days when a teacher was one of the most highly respected members of a community. In spite of all that some teachers and critics have done to defame the profession, I find that today the stock of the teacher is rising.

Parents realize that the teacher does his utmost for their children and are grateful to him for his efforts. Today, when parents are prone to throw up their hands in bewilderment at their children's behavior, they have to allow grudging respect to a person who can handle not only *their* Jimmy and Mary, but 29 more Jimmies and Marys besides. How many times, parents, have you been cut off in mid-sentence by a vehement: "No, that isn't right! Teacher said...."

Which leads us to the most important satisfactions a teacher may realize. The children themselves do love and respect their teachers. There isn't a primary teacher in the country (unless she is a terrible ogre indeed) who hasn't had a serious-faced, brown-eyed Tommy or a blue-eyed Sally reverently look into her face and solemnly say, "Teacher, I love you."

I know personally a motherly fifth grade teacher whose children insist on giving her occasional goodnight kisses. (And not only the girls, but some of the boys also.) Mrs. Clark (I'll call her) tells of a motherless boy she once had in class. Having only his father and an aunt to look after him, he was a bewildered, sad-eyed tot. One night he lingered until the other children were

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gone. When Mrs. Clark looked up, he asked timidly, "Please, Mrs. Clark, can I kiss you too?"

This feeling of admiration, if not love, for a teacher is found in the upper grades and high school also, although it's rarely shown openly. I doubt that there is anyone who cannot look back on his teachers, and recall one or two whose memory still shines in his heart. Though this love is seldom demonstrated, the perceptive teacher is aware of its presence and accepts it quietly as unspoken thanks for his or her efforts.

Watching your motley crew going through Dickens' *Christmas Carol*, or the Nativity scene, you see the once-in-a-lifetime flush of excitement on their faces. You find the glistening eyes of Karen, the shiest girl in the class, looking at you in thanks for giving her this chance. Susan displays her first flair for dramatics as she gives a heart-clutching recitation of Milne's *Vespers* to the class. John beams with pride as he plays his accordion at the annual talent show (how you had to encourage him!). In Janet's eyes you see the sudden look of wonder as the light breaks through and

she finally understands fractions. These and countless other little incidents, day after day, encourage and inspire and make the teacher feel both humble and proud.

You see each separate accomplishment of your pupils and know that you had a part in bringing it about. It is you who are responsible for giving the children knowledge, academic and esthetic values they will use all their lives. Recognition of the respect and love the youngsters have for you and you for them, the feeling that your efforts are supremely creative, monumental in their end result—these considerations help the teacher see that his is indeed a terrifyingly necessary, important job, a vocation to be proud of.

It was with regret that I had to leave my last school this year, to accept a teaching position in another community. The children in my seventh and eighth grade classes knew I was sorry to leave them, and they showed their feelings by having a surprise party for me at which they gave me a splendid going away gift. But the most heartening moment of the afternoon was when they sang,

For He's a Jolly Good Fellow, following it with the traditional school cheer, usually reserved for the coach and outstanding players: "Who's all right? Teacher! Who says so . . . ?" That really meant something.

Graduation night, the ceremonies over, I was approached by many parents who expressed regret at my leaving and who thanked me for my efforts with their children. The parents gone, Betty, one of my seventh graders, and Caroline, a sixth grader, warily approached.

Caroline held out her hand and said simply: "I'm sorry you're leaving, Mr. Ramirez. I wanted so much to have you for my teacher next year." Betty didn't even have that much confidence. Wordlessly she handed me a plain envelope, and together the girls hurried off. Inside was the conventional goodbye card. But scrawled at the bottom, with all the sentimental sincerity of a 12-year-old, was this signature: "Your friend, forever, Betty."

Could a person expect more honest appreciation than that? The Cadillacs and 15-room houses are for someone else. I'll take teaching. THE END

BRIEFLY

ABOUT BOOKS

(Continued from page 8)

quality—between 75 and 100 letters and phone calls from all over the country, from Admirals and Generals and everything on down. It would not have been possible to assemble the story...without the aid of the magazine and its readers...."

Made in Detroit, by Norman Beasley and George W. Stark. G. P. PUTNAM'S SONS, \$5.00. A sprightly book which describes three decades (1900-1930) of Detroit, the city whose growth carried the world along with it.

Torpedoes Away! by Capt. Robert I. Olsen, USN, and Lt. Cmdr. David Porter, USNR. DODD, MEAD, \$3.00. A tale of the Navy's silent service, telling of the USS Plankton, and its dramatic World War II patrols.

Drama on the Rappahannock, by Edward J. Stackpole. MILITARY SERVICE PUBLISHING CO., \$4.75. Covering the period from October 1862 to January

1863, when the Army of the Potomac crossed swords with the Army of Northern Virginia.

Complete Duck Shooter's Handbook, by Robert Scharff. G. P. PUTNAM'S SONS, \$5.95. Telling all you are likely to want to know about this popular sport.

Hillsway, by Robert L. Hill. HILLSWAY CO., \$2.00. A new edition of a guide which tells about 7,500 places in the United States where you can go, stop, eat, shop and enjoy yourself.

Sing Out the Glory, by Gladys Hasty Carroll. LITTLE, BROWN & CO., \$4.00. The story of a small town and its people, which exemplifies the true meaning of Americanism.

Treasury of Foreign Cars Old and New, by Floyd Clymer. McGRAW-HILL, \$7.50. A must for anyone with any interest in automobiles. Contains more than 500 photos, and text by an authority in this field.

The Age of Firearms, by Robert Held. HARPER & BROS., \$7.50. A handsomely illustrated volume which will appeal to anyone who has ever handled a gun.

Nine Men Against America, by Rosalie M. Gordon. AMERICA'S FUTURE, INC., 542 Main St., New Rochelle, N. Y., 25¢. A pamphlet which will give you a bet-

ter understanding of recent Supreme Court decisions.

Democracy Versus Communism, by Kenneth Colegrove. D. VAN NOSTRAND CO., \$4.95. An honest appraisal of the two ideologies, and one which could be put to good use in our schools.

Small Town Merchant, by Samuel Engle Burr, Jr. VANTAGE, \$3.75. The story of a New Jersey businessman from the days before the Civil War to World War I.

Collectivism in the Churches, by Edgar C. Bundy. DEVIN-ADAIR, \$5.00. A documented account of the manner in which subversives have infiltrated the pulpit to use it to sell Marxism.

Costs of Attending College, DEPARTMENT OF HEALTH, EDUCATION AND WELFARE. Available from Government Printing Office, Washington, D. C., 45¢. To help you solve the higher costs necessary for higher education.

How to Be Accepted by the College of Your Choice, by Benjamin Fine. CHANNEL PRESS, \$1.95. Requirements of colleges and universities, with information showing what they offer.

If your bookdealer does not have the book you want, The American Legion Magazine will forward your order to the publisher. Make checks payable to the book publisher.

YOU CAN BEAT THE PHONEY PHONEMEN

(Continued from page 25)

most highly regarded organizations in America, sponsorship by a local American Legion Post is greatly sought by these promoters. The use of the Legion name in a single community may be worth hundreds of thousands of dollars to smooth operators who know how to turn it into gold.

The unscrupulous solicitors who work for fund-raising con men lie to local businessmen about every aspect of the promotion — including the all-important matter of who gets how much of the money. For example, the phony "Captain Jones" who called Bill lied completely about the funds allegedly going to the orphanage. It was true that tickets were to be given to the orphanage, and it was also true that 25 percent of the proceeds were to go to the Legion — *but the other 75 percent went to the persons involved in promoting and producing the show.* Of this 75 percent, "Captain Jones" got 25 percent of each "sale" he made, and his boss got the rest.

The outraged Post Commander was told by the Better Business Bureau manager that civic organizations throughout the country have been victimized by fund-raising sharpies. Business and professional clubs, veterans organizations, women's clubs and auxiliaries, volunteer fire departments, fraternal organizations, churches and church groups, National Guard units and Civil Air Patrol units are all looked upon by unscrupulous fund-raisers as "fair game" — and all have fallen victim to the smoothly oiled scheme.

At the heart of this racket are the mysterious men who practice one of the nation's least known and most highly skilled trades. In that trade they are known simply as "phonemen." A "phoneman" is a man who knows how to ask for, and get, money over the telephone, from total strangers.

A good phoneman has a rare combination of talents. He combines the skills of an actor with a politician's sixth sense for people and situations. He sizes up his potential victim from the first few words that are exchanged over the phone, and decides whether to use the high-pressure approach, the "friendly" approach, the appeal to the victim's conscience, the civic duty pitch, or some subtle combination of these. He is never at a loss for a word, an idea, or an explanation. He can reverse his field effortlessly if he has miscalculated. He knows how to exploit the native kindness that exists in most people, so that their caution is overcome or is never even aroused.

Some phonemen travel all over the country on semipermanent crews, spending a week or two on each job. Others,

including the great virtuosos whose services are eagerly sought by promoters, are free lancers, traveling and working in accordance with their mood.

Phonemen usually work on direct commission. They get 20 to 40 percent of any and all money they bring in. A good phoneman can make \$20,000 a year. A great phoneman can make a fortune. Every cent of their earnings comes out of the pockets of businessmen and residents of your community and other communities who think that the money is going to an organization such as an American Legion Post, or to some local community program or charity.

Now, let's see how the unscrupulous promoter and the silver-tongued phoneman work together to "take" a community.

The promoter, who is the entrepreneur, lines up some type of show or entertainment which can be moved around from community to community. In the simpler types of promotions the entertainment may simply be some sort of special motion picture, featuring a civic or religious subject. In the more elaborate schemes variety acts, "Wild West" shows, and even circuses have been used.

In other instances the promoter, instead of lining up a "show," finds out about various types of regular annual events sponsored by local civic groups, and offers to "promote" these events. Charity balls, benefit suppers, and campaigns for children's camp funds are among the types of activities that the promoter is happy to handle.

Let's take the case of a promoter who has a show, and wants American Legion sponsorship. He asks for a meeting with the local Post's officers or executive committee, and says that he will bring his "well-known" show to town and will make all arrangements. It can be staged as a public performance, or as a "benefit" in which tickets will be given to a local institution (such as an orphanage), or both.

If the Legion Post will sponsor the event, the promoter will give a certain percentage of the proceeds to the Post or will guarantee the Post a certain specified sum.

To the Legion Post, the proposition sounds good. Seasoned professionals will handle the entire thing. All the Post has to do is to lend the use of its name, and in exchange it will receive a substantial sum of money which can be used for the Post's community programs. The Post, going on the assumption that the promoter is a legitimate businessman offering it a fair proposition, may sign up.

With the Post's O.K. in his pocket,

PLAY RIGHT AWAY!

Even If You Don't Know a Note of Music Now

NOW it's EASY to learn any instrument. No boring exercises. Start playing real pieces by notes right away. American progress at home, in spare time. No teacher. Low Cost! 900,000 students including TV star Lawrence Welk. Write for 36-page illustrated FREE BOOK, U.S. School of Music, Studio 461, Port Washington, N.Y. (60th year).

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Brooks Company, 350-G State St., Marshall, Mich.

the promoter takes his next step. He rents a room or a small office suite, and has ten or 15 telephones installed. This setup, known as the "boiler room," is a nerve center from which "phonemen" call large numbers of business firms and community residents and ask for donations for unethical "deals" arranged by shady promoters. In these "deals" a high percentage of the money collected goes right from the donor's checkbook into the promoters' and phonemen's pockets.

Next, the promoter advertises for phonemen to man his boiler room. He places his ad in a specialized publication that has little or no general public circulation.

It's too bad that the businessmen and local residents who will receive calls from the phonemen can't see the advertisements which brought the phonemen their jobs. Here are some typical specimens:

"Need 3 Phonemen. If you can talk and sell you can earn \$10,000 for booking the show."

"We are booked solid. Good towns and good sponsors. Full commission, 35%, paid daily, for promoters who can get money without heat."

"Our men have been making 20 G's per year since 1936!"

"Phone men—Starting Immediately—Scholarship Drive with Church Sponsorship."

Women as well as men are sought by the promoters. One ad for women read:

"Women! Mink Coats and convertibles—if you like 'em you can have 'em."

Some of the ads hint or suggest that the promoter has come to an understanding with the local police:

"Phone Men—Air Conditioned Of-

fices and the Best Police Deal in the Country for Men Who Can Ask For Money."

Other ads offer "U.P.C. Deals." In the cynical jargon of the promoters and phonemen, "U.P.C.'s" are underprivileged children. Phonemen like U.P.C. deals. People fall all over themselves to shell out money for underprivileged children.

Since many phonemen are notorious drifters, the ads often specify "No Drunks."

This is the caliber of person who will represent your Post in your community if you grant the use of the Post name to an unscrupulous promoter.

The phone crew has been assembled, and the boiler room is put into operation.

Lists are compiled from telephone directories and business directories. The phonemen sit at their telephones all day long, going down the lists methodically. Every time a "sale" is made, a runner is sent out promptly to pick up the money before the victim changes his mind.

The boiler room soon begins to resemble a bank. The few thousand dollars that the promoter has guaranteed to the Legion Post, or the small percentage — sometimes dishonestly calculated — of the returns that will go to the Post is a small overhead item for the promoter. The use of the Legion's name has given him direct access to the pockets of many or most of the town's professional men, business firms, and leading citizens.

Since the promoter's interest is in the golden harvest, he frequently makes little or no effort to insure that the show itself is put on properly. In the case of movies a projection man may not have been secured, or the projection machine

may be old and defective and may break down during the show. In the case of "variety" shows arrangements are often grossly inadequate, and the Legion Post may find itself saddled with tremendous problems and difficulties at the last moment.

In other instances promoters have been known to leave town without putting the show on at all. In such a case the Legion Post would be left to make whatever explanations it can.

When everybody on the lists has been called and all the money has been picked up, the boiler room closes down and the phonemen drift on to their next job. When the promoter leaves town, he may provide the Legion Post with his firm's "headquarters address" in case there is any need for further conferences or if any problems arise. In some cases these addresses have turned out to be fictitious, since certain phony promoters operate entirely "out of their hats."

It is not hard to imagine both the immediate and long-range harm that such a high-pressure, unethical promotion can do to a Legion Post. A debacle of this kind, with all its attendant unpleasantness, can be remembered in a community for years.

There is one more type of boiler room operation that should be known to every Legion Post. In this scheme the promoter offers to undertake the publication for the Post of a yearbook, souvenir album, or, for the ladies, a cookbook with local recipes. The promoter, of course, says that he will handle everything — if the Post will let him secure advertising to offset the cost of publication.

Here again, the cost of publishing the book is just an overhead item for the promoter. The name of the Legion is his golden key to the community. His phonemen extract thousands of dollars' worth of advertising from people who assume that the money is going to the Legion.

The books that are produced under such an arrangement are frequently of very inferior quality. Delivery has sometimes been delayed for months and even years. In one recent instance the firm went bankrupt with many orders unfulfilled. Once again the promoter and his phonemen are the only winners. The Legion Post and the advertisers both lose.

It should be understood that fund raising is a legitimate specialized profession. Reputable firms and individuals engaged in fund-raising counseling deplore the activities of the boiler room artists.

Legitimate fund raisers provide an important service at a moderate cost. They do not charge such outrageous fees as 50 percent of the proceeds, which is often the *least* that is charged by sharp



"Don't put it off another day! This is the year for color TV."

AMERICAN LEGION MAGAZINE

promoters who are out for a fast buck.

The activities of fund raisers are subject to State regulation in a number of States. The fund-raising crook pays no attention to such laws and, by the time someone becomes aware that he has perpetrated an outrageous swindle, he is usually far away, in another State, and cannot even be located.

Most important of all, remember that *ethical fund raisers do not operate the type of unscrupulous boiler room promotion described in this article.*

A number of reputable fund-raising firms have formed an association known as the American Association of Fund-Raising Counsel. This Association has issued a Fair Practice Code which its members are all committed to follow, and has supported State legislation designed to protect the public from the activities of fund-raising gyps.

Legionnaires can play an important role in putting the unethical fund-raising sharpies and their "20G" phonemen out of business for keeps. Here are some rules to remember:

(1) Be sure that your Post *never* inflicts an unethical boiler room solicitation on your community.

(2) As a general rule, do not give in response to a telephone appeal. Ask for printed or written details. Reputable charities will be pleased to provide such material.

(3) When participating in the planning of any fund-raising activity for your Post, keep a sharp eye on how much it will cost to raise the money. Play fairly with the donors who want to help you. The less the campaign costs to run, the better.

(4) Remember that a number of States and many municipalities, including perhaps your own, have laws and ordinances governing fund-raising activities. Be sure that all fund-raising programs of your Post follow the requirements of the law. Information on this point may be had from your Better Business Bureau, chamber of commerce, or directly from State or municipal authorities.

(5) Before your Post enters into any type of arrangement with an outside fund raiser, full information should be sought from the Better Business Bureau or chamber of commerce regarding the person's or firm's background, prior activity, and reputation.

(6) The chamber of commerce in some communities runs a "Solicitations Control Program" designed to protect the community against questionable fund-raising drives. If your local chamber runs such a program, be sure that any fund-raising solicitation that you plan to conduct has been submitted, well ahead of time, to the chamber of commerce for review. Remember, too, that Better Business Bureaus answer inquiries

from business and the public on fund-raising solicitations. You should, therefore, also tell the BBB well in advance of your intention to conduct a fund-raising activity, and should supply information that the bureau may request so that it can report accurately.

(7) Legionnaires are frequently members of many other business, fraternal, civic, and church groups in the community. *Be sure that each group of which you are a member knows of the perils and pitfalls of dealing with unscrupulous fund raisers.* You can take the initiative to bring the information in this article



"I'm sorry I asked."

AMERICAN LEGION MAGAZINE

to the attention of every group to which you belong.

(8) Legionnaires should be aware that shows, variety acts, motion pictures, and even circuses can be brought to their communities without the necessity of dealing with an unscrupulous fund-raising promoter as an intermediary.

(9) If your town has been plagued by telephone solicitations, your Post may wish to take the initiative in finding a communitywide solution to the problem. This can be an important service that the Legion can perform for the community. Find out if the chamber of commerce is conducting a Solicitations Control Program. If it is not, discussions regarding the feasibility and desirability of such a program can be launched. The desirability of having a local ordinance governing fund raising can also be discussed. The National Institute of Municipal Law Officers, 776 Jackson Place, NW, Washington 6, D. C., has drafted a Model Solicitations Ordinance for consideration and use by cities, towns, and municipalities. A copy of this model ordinance may be had from NIMLO for two dollars.

(10) Legion Posts may also wish to find out about the situation on the State

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LEGIONNAIRES!

Your purchase of products advertised in The American Legion Magazine results in full value received and proves your loyalty to our National Organization. ...They advertise—let's patronize.

RUPTURED

BE FREE FROM TRUSS SLAVERY

Now there is a new modern Non-Surgical treatment designed to permanently correct rupture. These Non-Surgical treatments are so certain, that a Lifetime Certificate of Assurance is given.

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...like 800,000 Americans who have been cured of cancer because they went to their doctors in time. To find out how to guard yourself against cancer, write to "Cancer" in care of your local Post Office.

AMERICAN CANCER SOCIETY



level. Twenty-one States now have legislation designed to regulate fund-raising practices. These statutes vary in their completeness, effectiveness, and the degree of vigor with which they are enforced.

The 21 States with such laws are: California, Connecticut, Delaware, Iowa, Maine, Massachusetts, Michigan, Minnesota, Nebraska, Nevada, New Hampshire, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Utah, and Virginia. Brief descriptions of the requirements of the laws in these States will appear in the booklet *Giving USA, 1958 Edition* which will be pub-

lished by the American Association of Fund-Raising Counsel in February 1958, and which will be available without charge upon request to that organization at 500 Fifth Ave., New York 36, N.Y.

The Council of State Governments, 1313 E. 60th St., Chicago 37, Ill., has, for the consideration of all State legislatures, drafted three Model State Statutes regulating fund-raising activities and campaigns. These draft statutes appear on Pages 110-114 of the Council's publication, *Suggested State Legislation 1957*, available from the Council for \$1.50. Legion Posts may wish to secure a copy, compare the draft statutes with

the present laws — or lack of them — in their States.

IN THE BEGINNING of this article you read about "Bill Johnson" and the telephone call he received from a phony "Captain Jones." These names are fictitious, but the rest of the story is true. This was how one American Legion Post found out the hard way about unscrupulous fund-raising promoters, phonemen, and boiler rooms. You and your Post need never have such an experience. If a promoter suggests a boiler room deal to you, just look him straight in the eye and say, "Not in OUR town!"

THE END

HOW TO BE A QUIZ WHIZ

(Continued from page 23)

ear-minded person should give up reading and spend his waking hours listening. It does mean that an ear-minded person will retain more of what he does read by reading aloud. In the same way, an eye-minded person should not shun listening, but he will retain more of what he hears if he transforms the words into mental pictures.

Besides being either eye-minded or ear-minded, most of us are also motor-minded to some degree. This means that we can further bolster our memories by bringing our hands into the act — by writing things down.

Since the average person boasts a combination of eye-mindedness, ear-mindedness and motor-mindedness, we can get the most out of our memories by combining all three while concentrating on the one that serves us best.

For example, try this the next time you are introduced to someone:

First, listen carefully to the person's name: If you don't catch it or don't understand it, ask the person making the introduction to repeat it.

Second, repeat the name aloud immediately and at the same time try to form some association between the person's name and his general appearance, his business, his hobby, or anything that will form an easily recalled mental picture.

Third, write the name down the first chance you get. This will help to fix the spelling as well as the name in your mind.

As you have probably noticed, these three steps have taken care of ear-mindedness, eye-mindedness, and motor-mindedness.

You are probably saying to yourself at this point, "I can remember names all right, but how do I hook up the name with the face and the face with the name?"

This is where the mental pictures come in. Often they can provide a direct link between name and face. This can

be done by altering the actual name just enough, or by creating a similar substitute name that describes an outstanding facial or physical characteristic. Suppose you have just met a Mr. Furogi — a tall, gray-haired man with a thin, serious face that is well molded with mouth and eye lines. A substitute name like *Furrow*

not only sounds like Furogi, but brings to mind the deep furrows that line his face. Name and face then become associated; one recalls the other.

Or, take a name like Miss Lockwood, a name belonging to a cute curly-haired woman you've just met. The simple word *lock* provides a good key to both name and appearance. *Lock* for Lockwood and *Lock* for curlylocks.

You can play this game — and improve your memory at the same time — by studying the photographs of people in newspapers and magazines and then trying to figure out altered or substitute names that will provide links between names and faces. Many times the association can be farfetched. No matter. The important thing is to create an easily remembered face-and-name mental picture.

When it comes to day-to-day remembering, next in importance to recalling names and faces is the knack of being able to recall numbers — such things as telephone numbers, license numbers, model numbers, prices, and dates.

For this kind of remembering, Dr. Furst's students make use of convenient "hooks" consisting of a list of code numbers and letters. In Dr. Furst's code, the numbers 1, 2, 3, 4, 5, 6, 7, 8, 9 and 0 are given the following letter identifications in order: t, n, m, r, l, j, k, f, p, and z. The "hook" is used by taking the number to be remembered and, by using the corresponding letters, building a word (or words) that is easily associated with the item that the number is related to. Similar sounding letters or groups of letters can be substituted for those in the main key list. For example, b can be substituted for p, d for t, sh for j, and s for z. Vowels have no number value.

How does this work? Well, suppose the price tag on an outboard boat that's caught your eye is \$862. Using Dr. Furst's code "hook" you might translate this price into the word "fishing." The mental picture drawn by the word "fish-

Chaplain's
Corner

By Rev. KENNETH C. BUKER
Aumonier National, 40 & 8
Grace Christian Church, Savage, Md.

Our Father, Creator of all humanity and elements of earth, sea, air and Heaven, we give thanks for time allotted to us to dwell here. We give thanks for a new year when we can rededicate and reconsecrate our living to make this our world, our Nation, our State, and our community a challenging place for children, our children, to take, and want to take, their places in making this a better world. May we accept with humble hearts the knowledge that You, our Father and our Creator, can alone give us the power to set the example and lead the way for all to make America and all the world find the peace that passeth understanding.

Thank You, God, for listening to us and giving us blessings even when we forget to serve You.

Amen.

ing" recalls boat, and the consonants taken in order and translated mean "862" (*f* for 8, *sh* for 6, and *n* for 2). This same type of code can be applied to all numbers. You make up the "hooks" in the form of words or phrases to form mental pictures that recall both

whizzes are doing just that. If you watch them carefully, you will find that often their answers will contain far more material than the question calls for because that is the way they remember seeing it in print or hearing it as spoken words. In effect, they are merely parrot-

ANSWERS TO BOX ON PAGE 22

If the words you wrote down are similar to the words listed below, you are probably eye-minded. Note that the responses are picture-making words — they are words that are descriptive of what can be seen in connection with each of the words in the original list:

1. boat, waves, sand	6. window, roof, door
2. instrument, verse	7. glass, hand, numerals
3. wood, cloth	8. lake, tree, bench
4. storm, wind	9. shade, bulb
5. engine, smoke, hose	10. stone, gold

On the other hand, if the words you wrote down depend on their sound, like those below, rather than their picture-making qualities, you probably are ear-minded:

1. tea, key, bee	6. spouse, mouse, souse
2. gong, tongue	7. match, badge, hatch
3. gable, maple, fable	8. hark, lark, bark
4. hale, pale, rail, sale	9. damp, ramp, eamp
5. tire, buyer	10. king, wing, sing, thing

the item and the price or the occurrence and the date.

With the help of these hooks, it is not difficult to build a kind of mental filing cabinet that enables us to store anything that we wish to remember, in its right place. By doing this, we can recall everything, whether text material or numbers or assignments or people's names and faces, at the time we need it.

In ten weeks of learning — either at resident courses or through the correspondence course — Dr. Furst's students become adept at using these "hooks" and similar aids to remembering. Their graduations are events that amount to a combined final examination and a show of mental wizardry. They display their memories by recalling long lists of dates and numbers, remembering the page-by-page contents of several magazines, recalling the names of people in a large gathering, memorizing a large display of playing cards, and listing correctly the birth dates of long lists of friends. Not long ago one of Dr. Furst's star pupils walked away from one TV quiz show \$100,000 the richer because of his memory.

On the general subject of TV quiz whizzes Dr. Furst feels that most contestants fall into one of two categories. First, there is the participant who learns more or less mechanically. He can be spotted by the fact that when a question is asked he or she immediately rattles off the answer as if it were being read from a book or being repeated word for word as it was heard in a lecture. Actually, the

ing. This type of contestant may have a phenomenal memory, but generally he or she finds it difficult to apply what has been remembered to much more than answering a question.

Then there is the opposite type of contestant who, after recalling the necessary information bit by bit from his or her mental storehouse, carefully constructs his answer by logical association. This type of quiz whizz may take longer to come up with the answer, but the answer that he finally does give will be the result of remembered facts logically applied. Such a person, besides having a phenomenal memory, knows how to pigeonhole his facts, and then put those facts, as needed, to work. He not only remembers, but he can make good use, in his social life and in his business, of those remembered facts.

Obviously, not all of us can have phenomenal memories, nor can all of us be expert mental gymnasts. But we all can have *good* memories. The important thing is to make the best use — through "hooks" and similar methods of association — of the memories we have. There is no such thing as an overcrowded memory — the more you learn and the more you remember, the easier it becomes to learn and remember. Most of us will not, even with a scientifically trained memory, walk out of a TV studio laden with some sponsor's gold, but we can reap a fairly good harvest by using an improved memory to better ourselves in our business and social lives.

THE END



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BUSINESS TAKES TO THE AIR

(Continued from page 13)

Many of the bigger companies, however, prefer to pretend that this is not happening. There are those so shy they won't disclose how many planes they own. Some have no identifying name on their aircraft at all. Others have the name painted in letters so modestly small they are illegible from more than a few yards away.

Such reticence seems to be motivated by hesitation to discuss the expense of operating business aircraft. Not many executives feel up to explaining to irate stockholders the complicated — but wholly valid — proof that business aircraft are a necessity and not an expensive toy. "If they have to hang around an airline terminal waiting for a flight," one company official said ruefully, "they see no reason why we can't wait right along with them."

Few companies profess that it is cheaper for an employee to use a company plane than a train or airline. In almost every case the justification — and again completely genuine — is that it saves valuable time of key personnel and helps get new business. Proctor and Gamble research has shown that company's executives have increased their production working time 20 percent by using the company's planes.

Most companies insist that they do not fly their planes in competition with commercial airlines, but that they use them as a supplement to that service. Phillips Petroleum, for instance, has its own fleet of aircraft. Yet its employees on company business fly more than a million miles a month on scheduled airlines.

Measured in passenger miles, about two-thirds of all company flying is done in twin-engine aircraft. Some are converted Air Force bombers or airline planes; others are made specifically for business use.

Beech Aircraft, of Wichita, Kansas, offers four planes designed primarily for business flying: The Twin Bonanza, seating six; the Bonanza, seating four; the Super 18, seating eight; and the Travel Air which seats four. Cessna Aircraft Company, also of Wichita, has the Cessna 310, a five-passenger plane. The Aero Design and Engineering Company of Oklahoma City builds the seven-place Aero Commander for the business aircraft field. Grumman Aircraft Engineering Corporation, of Bethpage, New York, with its twin-engine, ten-passenger amphibian called the Mallard, was the first to build a post-war plane aimed at the business market and designed to comply with the new regulations in the transport category which the CAA issued shortly after World War II.

Ex-Air Force planes now being used for executive flying far outnumber those bought from airlines because so many more of them have been declared surplus and placed on the market for sale. Three famous planes of World War II have been particularly successful as business aircraft. The DC-3, which was the Air Force's renowned C-47 (or Gooney Bird, as millions of veterans remember it), is one of the most popular planes used for business flying today. Two of the war's best known bombers, the B-25 and A-26, have been

converted into comfortable, efficient executive transports.

William C. Wold, president of William C. Wold Associates, an aircraft brokerage firm in New York City, declares the biggest bargain in converted airlines planes today is the Lockheed Lodestar. Its 11-passenger capacity has made it obsolete for commercial airlines operations, but it is ideal as an executive plane. The price for a Lodestar, recently sold by Wold, was \$59,999.99. He has them from \$50,000 to \$180,000, depending on condition, equipment, and luxury of interior.

Aircraft manufacturers report that they are under increasing pressure from U. S. business to develop planes which are faster, bigger, and more comfortable than the ones presently on the market. There is also growing interest in turbine-powered business aircraft.

The Grumman Corporation is entering the executive transport market with a pressurized turboprop job which will carry a dozen passengers 370 m.p.h. at 25,000 feet and with a maximum range of 2,200 miles plus 45 minutes "hold" capabilities. Lockheed Aircraft Corporation, Fairchild Engine and Airplane Corporation, and North American Aviation, Inc., have similar projects underway.

United States Steel is already using turboprop aircraft for transporting its executives. It has two Vickers Viscounts in service and is waiting for delivery of the third. Other U. S. firms have ordered these British-made propjet transports.

The market for new four-place and larger business aircraft broke all records in 1956, when the industry delivered more than 6,700 planes. And the aircraft brokers' business in second-hand planes continues to be quite brisk.

Since its beginning in 1949 Wold's aircraft brokerage firm has sold 211 multiengine planes for \$31,000,000. During the first six months of 1957 it sold 22 planes for a total of more than \$4,000,000. Today it has the largest file of multiengine aircraft, national and international, of any such firm in the world.

"We are like real estate agents," Wold explains. "We know a man with a property to sell, and we find a man who wants to buy it. We act as a representative in selling airplanes. We also act as sales consultants for individual aircraft owners as well as aircraft manufacturers."

And, like someone in the market for a piece of real estate, Wold points out, a prospective aircraft buyer gets what he is willing to pay for. An unconverted DC-3, for example, costs from \$75,000



"Wait till they find out you're not on your expense account!"

to \$100,000. It can be converted for business use for approximately \$10,000 for the purchaser with simple tastes, or as much as \$200,000 for the buyer who wants the optimum in convenience, safety, and luxury.

On the elaborate conversions, the plane is first reduced to its shell by means of a \$30,000 major overhaul. The pilot may insist upon all new radio and electronic equipment which can cost from \$75,000 to \$100,000. To outfit the interior as sumptuously as some clients require, the price may easily reach \$50,000 to \$75,000. By using a little ingenuity it is quite possible to have a DC-3 executive plane worth at least \$300,000.

Other firms have sprung up all over the country to serve the needs of the executive pilot and business aircraft. There are firms specializing in radio and radar, in precision instrument repair, in overhaul facilities, in maintenance, and in supplying meteorological data (available on the subscription basis or by individual calls). Caterers call for the plane's oven, fill it with food, and return it to the plane. The meal need only be reheated before being served in flight. There are hangars with "service stations" where the planes are gassed, cleaned, towed, and kept in top condition.

According to Bill Wold, maintenance on business aircraft tends to be better than on airlines planes. Since the business plane flies an average of 600 hours a year as compared to an airline's schedule of 3,000 hours, the business plane is on the ground more and available for constant maintenance. Then, too, Wold points out, the mechanics of business aircraft as a rule have more time to devote to one plane than do the airlines' mechanics.

Early in the game executives found that decorators who did such dandy jobs on private homes or offices were not necessarily so successful when turned loose on an airplane assignment. Since a living room isn't supposed to leave the ground, the decorator may tote in all the heavy woods, metal fixtures, and elaborate accessories the client's traffic will bear. An airplane, on the other hand, should not only leave the ground but, ideally, should fly to its maximum capabilities.

At least one case where this was proven the hard way was the company plane turned over to a decorator long on taste but short on understanding of aircraft performance. When the decorating job was finished — complete with a solid mahogany bar — the plane was possibly the chichest piece of equipment ever seen on a runway. But such style was costly. Before the fancy conversion the plane, with a maximum fuel load, could carry the crew and 44 pas-

sengers. After the decorator finished with it, the plane, with maximum fuel load, could carry the crew and *one* passenger!

According to Paul H. Zimmermann, a New York industrial designer who specializes in transportation equipment, a trained designer or decorator worries about every ounce of weight put into a plane's interior. "That weight concern must be as automatic as breathing to a man who knows his business," Zimmermann declares.

He relies on $\frac{1}{8}$ -inch veneer plywood or balsa core plywood for his woods. Metals are used only when necessary — as in the galley or for lockers, radio racks, and the like. And in those cases aluminum, perforated metals, or expanded aluminum are used. Stainless steel is used only in areas where there is to be heavy usage. Zimmermann chooses plastic laminates for table tops and uses flexible foam-type plastics extensively. "It's marvelous stuff. Practically weightless and is excellent for sound absorption and seating," Zimmermann explains. Any good all wool carpet is acceptable providing it does not weigh more than four pounds per yard and doesn't have weight-adding rubber backing.

Zimmermann has found that, except for the specialized considerations, furnishing an aircraft is much like furnishing a house. A client's plans and budget determine how the job is to be done. A utility plane for transporting several minor executives will be done much more simply than the plane to be used primarily for carrying the top echelon. "I always find out where the plane will be used," Zimmermann adds. "If it is to be flown only in the Southern part of the country, for example, I will plan a much different interior than I would for a plane that is to be used primarily in the North."

In the interest of safety most company-owned planes carry all the instruments and radio equipment that space and loading capacity permit. Many business planes have newer and more elaborate communications and navigation equipment than some airlines can profitably invest in, such as automatic pilots with automatic altitude and approach, control, Integrated Flight Systems, radar, Engine Analyzers, and Distance Measuring Equipment.

Wherever possible many of the company planes have doubled their safety precautions by dual installation of radio and I.L.S. sets (Instrument Landing System). Although Air Traffic Control's (the CA branch that, among other things, establishes communications requirements for civilian aircraft) minimum requirements are only 25 to 28 channels, the latest equipment being used in business aircraft offers the pilot

a much larger range of channels for his communications, in many cases as high as 360-520 different frequencies. The great many points of communication which this represents can best be understood by comparing that number to the ten or 12 radio stations available to a motorist tuning in a car radio.

So outstanding is business aircraft's safety record that insurance companies actually consider company plane pilots *twice* as good risks as house painters!

Some years ago the Flight Safety Foundation, Inc., a non-profit organization which promotes safety in aviation, was invited by a number of corporation operators to begin a business aircraft program to supply operational information to executive pilots. The program is directed by Randall H. Carpenter, manager of the Air Operations Division of the foundation and an ex-Air Force and commercial airlines pilot. The organization publishes and distributes *Business Pilots Safety Bulletins* (monthly) as well as other pertinent safety information. Regional meetings are held throughout the nation in order to accommodate the growing number of pilots who participate in the foundation's program. The support of this program has been entirely on the basis of subscription by individual corporations.

To air passengers long accustomed to the uniforms, carphone-crushed caps, and wings of the commercial or military pilot and to the coveralls of the mechanics, the haberdashery of the personnel concerned with business aircraft may be a mild shock. Some firms do furnish uniforms, but the majority do not. It can be a little jarring when you first see your pilot striding by, natty in a conservatively cut civilian suit and button-down collar, or when you spy the mechanics bustling about efficiently in loafers and tartan plaid sports shirts.

As one pilot explains it, "We're regarded as junior executives. Most of us participate in all the fringe benefits of the company just as any other employee. Why should we wear a uniform because we fly a plane instead of a desk?"

Some of the business pilots are either employees with a pilot's license or men who have been hired away from other companies, but most of them are obtained from the military services or the commercial airlines.

Companies look for certain qualifications when hiring pilots. The flier must, of course, possess the required CAA certificate, meet the CAA physical standards, and have all the necessary training and ability to fly the plane safely and efficiently. Most companies have gone beyond these more or less basic requirements and have established

rigid standards of their own which pilots must meet. In the great majority of cases, the prospective pilot must also have flown a minimum of 2,000 solo hours and must pass a searching personality test. Companies today — at least the larger ones — want professional pilots and not private pilots who have recently received their commercial licenses.

According to the Pilots Employment Agency at Teterboro, New Jersey, the pay for chief pilots is in the \$15,000 to \$18,000 bracket. (One company dickering for a Convair chief pilot is offering \$22,500.) Many companies are no longer interested in combining copilot-mechanic work; instead, they hire copilots and licensed mechanics. Those firms still employing copilot-mechanics are offering from \$450 a month for so-called "green" personnel to as high as \$10,000 to \$12,000 a year for the most experienced ones.

Companies hiring copilots to fly as copilots and do no mechanic's work are paying upwards of \$1,000 a month. P.E.A. points out that wages vary in different parts of the country, but by and large business pilots' salaries compare favorably to those paid by the airlines.

Good examples of the men industry seeks out to fly its planes are the pilots employed by the real estate firm of Webb and Knapp, Inc. Donald L. Gex, an ex-Navy lieutenant commander, had logged more than 10,000 hours in military transport before joining Webb and Knapp in December 1955. By July 1957 he had flown an additional 1,200 hours in either the executive DC-3 or the Beechcraft the company owns. Richard R. Beckner, the other pilot, is also an ex-Navy officer who flew for other companies and for nearly two years with the Ethiopian Airlines before accepting his present position. Assisting

Gex and Beckner are two copilot-mechanics and one full-time mechanic. Webb and Knapp bases its planes at the Westchester County Airport outside New York City.

One summation of the future of business aircraft has been made by Admiral John Cassady, USN, (Ret.), president of the Flight Safety Foundation, Inc. Cassady, who was commander in chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean at the time of his retirement in May 1956, has said, "Even greater use of company-owned aircraft is definitely in the cards. Our airlines do give the finest transportation in the world, but it is likely they will have difficulty in meeting the ever-increasing demands for seats. More and more companies will appreciate the advantages of their own 'fleet' of airplanes just as they recognize the necessity for their own 'stable' of automobiles and trucks." THE END

IT'S YOUR DEAL

(Continued from page 19)

"Okay, okay. I'll get it for you. Say, what the devil did you get Charley to offer you, anyway, that he got fired for it?"

"Eight hundred on my '51," you answer, a little proud of being such a bargainer in the eyes of the new salesman and a little ashamed of having had a part in poor Charley Pratt's losing his job.

"'51 what," the salesman asks, "a Lincoln?"

"No, a Smashbang two-door."

"No wonder! You mean that red car parked across the street? I can see the dent on the rear fender from here. It's worth about \$375, maybe \$400 tops. But, wait a minute, what car were you interested in?"

"I wasn't interested in any," you may say, wondering how you got into this in the first place.

"If you like that blue four-door," the salesman goes on unruffled, "suppose we give you \$550 and throw in a wax job free?"

"Pratt said he'd include the white-walls for nothing," you add protectively.

"Okay, and the white sidewall tires, too."

"No, not for \$550. I'd rather drive the old baby a while yet."

"All right, I'll tell you. I had a guy in here the other day asking about a '51 Smashbang. I told him I thought I had one, but it was gone before I could get it for him. I'm to call him today. Otherwise I wouldn't make this offer. We'll raise it to \$650. If you go for \$650, I think I can put it through and get Charley's job back for him. Poor guy, he's had hard luck. One of those fellows that hits everything wrong. His wife had

a bad back and had to go to the hospital last summer; then one of his kids broke an arm; and just last week — How about it? That makes sense, doesn't it?"

You probably think he's right. If you allow for the dents and the bad clutch, your car is worth only \$375 to \$400, and it is a shame about Charley Pratt. So you say, "Okay," and he writes it up.

Only that isn't necessarily the end of the story. In a high-pressure shop, the salesman will probably bring up the subject of financing. You haven't the cash, so you nod, wondering suddenly what in blazes has happened.

"Three years?" he asks.

"Yeah," you mumble, trying to make this as painless as you can.

"We finance through the State National Bank, you know," he tells you. "See, this is their book. Let's look it up now. You want insurance, of course. Well," he does some figuring, "the whole business will be \$83.52 a month."

All this while you're trying to do some mental arithmetic. You remember something about the car costing \$2,476. Subtracting the trade, you're nearly down to \$1,800. Spread over three years that's about \$50 a month. Of course there's insurance and interest, but at a bank that's not much. Can't be more than 6 percent interest. Oh yes, the radio and heater. Or were they included in the cost estimate? Anyway, that \$83.52 seems kind of steep.

"You sure that's right?" you ask. "\$83.52?"

"Yessirree. Let's put it all down." He takes out the pad again and starts to write. "You've got insurance for three years and interest, and there's a small handling charge."

"Yeah," you say, "but I financed the last one over three years, too, and the payments were \$64."

"Wait a minute," the salesman says. "How long you been driving, 15 years? Haven't had an accident, a bad one, in the last two years have you? Been arrested for drunken driving? No; all right, you'll qualify. There's a special insurance I can get then. It'll bring that down a little. Let me see. Yes, that will come to \$78.66 a month. Saves you \$5 a month. Over three years that's pretty good."

Now you think it really pays to be skeptical, but maybe you're wondering whether you shouldn't go direct to the bank for that money, and maybe Bill Smith at the lodge can get the insurance even cheaper.

"It'll take you a day to get the car ready, anyway," you say. "Meanwhile I'll get the money and insurance myself."

At that the salesman, who's been filling out more papers, stops writing and looks at you.

"Wait a minute, wait a minute. Now let me explain something. You got a brother, maybe, who sells insurance, and you'll go to your cousin at the bank. Only look at it from our point of view. We're giving you \$300 more than your car's worth; we're throwing in white sidewalls and a wax job for nothing. Where do you think that leaves our profit? Figure it out for yourself. We cut the markup down to nothing, maybe \$100 for handling and overhead. But we got to make something somewhere. So we get a commission on the insurance and the finance. Same as anyone else. You go to your brother and he gets the insurance commission. You go to the bank, and your cousin makes it on

the finance. If that's the way you want it, it's no deal. I don't want to go the way of Charley Pratt."

What he says sounds fair enough. Besides, you think you did all right getting \$650 for the car when it was worth less than \$400, and you talked him into reducing the payments from \$83 to \$78. You're not such a bad businessman. So you sign.

Now let's see what happened. First of all, the price on the car. That was an arbitrary price, pulled out of a hat by this particular dealer. The company gives him a suggested price, but he can set the figure anywhere he wishes. This fellow padded a few hundred to begin with, to take care of the extra allowance he knows he'll have to give. That's what the customer always asks first, "How much will you allow me on my car?" Of course all that business with the sales manager and Charley Pratt was an act. Charley's been fired hundreds of times. As for the finance and insurance, there was a healthy pack added there, too. When you fussed, the pack was cut so only about \$100 worth of water was left. Sure, the bank is where you'll make your payments, but the bank just buys your conditional sales contract from the dealer. He makes a profit on that and a commission on the insurance, too. So he gets you four ways for breakfast.

But the experts say it is not hard to buy a car at a good price. To do it you first have to learn something about the value of your old car and the dealer's markup on the new one. You can find out what yours is worth by reading the second-hand car ads in the papers. Or go to a dealer and ask to see the National Automobile Dealers Association Blue Book. As for the dealer's wholesale price on a new model, that's tougher to discover. Try to find the Detroit price. There are publications which print it. One of them is the trade paper, *Automotive News*. Or check several local dealers to get an average figure on delivered cars. Allowing somewhere up to \$200 for transportation (depending on where you are) and calculating the markup at 25 to 30 percent, you'll come close. When you're through, you'll see that the dealer has a lot more room to play around in than he is likely to admit.

Once you know where you stand, make an offer. Say to a dealer, "I'd like to buy such-and-such model, with these extras. I've got a so-and-so sedan, such-and-such year." Let him see your old car. Then tell him, "I'll pay this amount and my car." The figure you quote should leave the dealer around a \$100 to \$150 margin. That's too small for an ordinary deal, so he'll say no. Tell him you're willing to wait, and to let you know if he ever changes his mind. Try that with a few dealers and sit back. It won't be long before you'll have your car.

The reason is simple. Dealers work on credit. They are financed by the bank up to a certain number of cars; the arrangement is called the floor plan. Sooner or later, every dealer finds himself with a shipment of cars coming in and insufficient cash. But manufacturers insist on cash on delivery. If the dealer's overstocked, he has to unload. That's why many new cars end up on used-car lots with less than 200 miles on them. They're wholesaled by dealers for maybe \$50 to \$100 over cost in order to raise money. If you're on the dealers list, he'll call you when he's eager to unload.

guarantee on a car, of course, comes from the factory. The dealer, through a system of credits, in effect charges guarantee work back to the factory. He has a pretty fair idea of just how much he can get away with. The company tells him what the average is for dealers of his size. If he runs much over that, the company may not foot the bill. Any dealer may just not want to bother with a car or may actually be running too high on repairs. Sometimes, also, the factory tries to make the dealers pay for part of its mistakes. If your dealer won't take care of you on guarantee work, try another one. Any authorized dealer is supposed to honor the factory guarantee, though within a small locality there is generally an unwritten agreement that only the one who sold the car will do this work. So maybe you'll have to drive to the next town.

Sometimes, when something major (like an automatic transmission) acts up, you can't seem to get it fixed properly during the guarantee period. Each time you bring the car in, a mechanic fiddles with it, but the improvement is short lived. You may suspect that as soon as the guarantee has run out the dealer will manage to repair the difficulty—for \$100 or so. You may even write a letter to the manufacturer. Many irate customers do. All they get back is a polite form reply saying that the dealer is an independent businessman not under control of the company. But a carbon of the correspondence goes to the dealer. If the customer has bought several cars from him over the years and seems worth keeping as a friend, the dealer usually makes good. Otherwise, it all goes into the circular file.

The customer has one out, though. He can call the factory's district service manager and make an appointment to meet a traveling service expert at the dealer's service department. There the factory man can get a look at the car. If there's something really wrong, he'll recognize it, tell the dealer what to do, and it will be done. Moreover, at that point the dealer will be glad to oblige because the manufacturer will then pay for the repair.

How much of a problem service is, depends in part on what kind of car you buy. If you want the most for your money, you'll buy a low-priced car like Ford, Chevvy, or Plymouth. And you'll almost confine the extras to a radio and heater (which are important when it comes to trading). You don't have to have expensive factory equipment, however. A radio bought independently for one-third of the price of the company-installed variety will do just as well when it comes to trading. The number of gadgets you put on a car is important. Automatic transmissions are becoming practically as common as radios and



"Those are his new shoes."

AMERICAN LEGION MAGAZINE

Why does the dealer order new cars when he's already overstocked? The answer is that he's got to keep his volume up to stay in good with the company.

On a deal like that, if you tell the dealer in advance just where you stand, you can handle the financing and insurance yourself. If you do get them through the dealer, be sure everything is itemized on your bill. The interest, of course, is deducted in advance and averages from 4 to 7 percent of the total (which comes to an actual 8 to 14 percent interest on the unpaid balance). It will be the same with the bank. There should not be any handling charge by anyone. Insurance is pretty standardized. There are two main types: that sold by stock companies, which charge more and play up personal service; and that sold by mutual companies, which advertise rates and don't work through local brokers but have their own representatives.

When you buy a car, you hope you're also buying service. One way some dealers make a little extra is to skimp on the service—the make-ready before delivery and the warranty-period overhauls and repairs. The warranty or

Products Parade

(Continued from page 8)

to switch from color film to black and white quickly, and without losing a frame of film, has been introduced by **Caprod, Ltd.**, 251 Fourth Ave., New York City. Called the **Mamiya Magazine 35**, it has a magazine back which can be quickly removed and replaced by another containing a different kind of film. During this change-over the film is shielded so no light can strike it. The price of the camera (which has an f2.8 lens) is \$89.50, and an extra magazine sells for \$27.50. Carrying case is \$9.50.

A simple way of setting glazier points behind glass is embodied in a device called the **Diamond Clipper**, offered by **Eagle Products**, Box 84A, Meriden, Conn., at a dollar postpaid. This holds the points in clips, and feeds and positions them automatically by a slight pressure on the handle.

A more efficient means of keeping the air inside a building close to the proper humidity to prevent colds is announced by the **Swan Humidifier Co.**, Ballston Spa, N. Y. Secret of the Swan Humidifiers is a "Golden Drum," which moves a 40-foot sheet of plastic which passes through water to provide an evaporating surface of 210 square feet a minute. Further information and prices can be had from the manufacturer.

If you want to keep others from using your TV set, tools or other electrical equipment, a locking gadget is now available which makes it impossible to use the plug. Called the **Plug Guard**, it is made of plastic and sells for a dollar postpaid from Lock-A-Plug Co., Box 85, Dedham, Mass.

A means of locking loose nuts so they hold tight and cannot be lost is offered by **American Sealants Co.**, 103 Woodbine St., Hartford 6, Conn. Their product, called **Loctite**, is a thin liquid that penetrates between bolt and nut and hardens tight. It comes in a squeeze tube, said to contain 100 applications, and sells for a dollar postpaid.

Rust-preventing **Silica Gel** can now be obtained in one and two-pound packages, sufficient for most home uses. This product absorbs moisture from the air, and can be re-used by drying out the moistened chemical in an oven. The supplier is **Glenn Hoff Sales Co.**, 1019 W. 65th St., Seattle 7, Wash., and the Silica Gel sells for \$1.60 for one pound, \$2.80 for two pounds postpaid.

Mention of products in no way constitutes an endorsement of them, since in most cases they are described as represented by manufacturers.

won't cost much because of trade-in value. Beyond that, gadgets cost two ways. They're expensive in themselves, and they can cost a lot in upkeep.

While we're on the subject of money, don't go overboard in either direction on engines or trim. The stripped model of a car is hard for a dealer to sell when it's old. It's the chrome that attracts customers to a second-hand car, which is why there's so much of it around. The stripped model sits in the lot while several deluxes, perhaps not nearly so good mechanically, are sold right next to it. So avoid the plain Jane or take a beating when you trade. On the other hand, the top-priced line has more doodads than you need for trading, and a lot of the money goes into interior upholstery and things that aren't so noticeable. As for the engine, you may save gas with a six, but you've got to drive a lot to make it count. A traveling salesman who goes 40,000 miles a year will buy a six because to him it matters. But a V-8 will trade better because the second-hand buyer likes the added zip. On the other hand, the very biggest engine in a line usually has more power than anyone other than a confirmed cowboy wants.

There's one other extra that may be worth having, depending on how long you plan to drive a car. That's undercoating. It's chief purpose is to prevent rust. If you plan to trade after a couple of years, you won't need it because in normal usage a car won't start to rust that fast. However, if you plan to keep your car for several years, by all means get undercoating.

Which brings up the final question, is it cheaper to drive a car to extinction or to trade every couple of years or so? I've heard it argued back and forth many times, but dealers agree that the answer is simple: to save money, drive a car until it falls apart. In its first couple of years a car depreciates nearly half of its value. But it will run a lot longer than that, and without many repairs, too. The ordinary family puts 10,000 to 12,000 miles a year on a car. They usually go around five years before they make any

major repairs, like an engine job. You can even run 100,000 miles with less than \$500 in repairs if you treat the car right. Say you do keep a \$2,500 buggy for eight years, spend \$500 on maintenance, tires, etc. (not including periodic greasing or oil changing), and then trade for a \$250 allowance. You'll have averaged less than \$350 a year. Trade after one year, and that same car will



"Well, otherwise how did things go?"
AMERICAN LEGION MAGAZINE

cost you around \$800 per year. Trade after two, and the figure will be around \$650, and so on. Don't forget, either, that you can nurse the old girl along for a lot more than eight years.

The dealers know about guys who try to ride their money too far. The trick they use with a fellow driving a five- to ten-year-old jalopy is to talk him into borrowing a new car for a day or so, a brandnew model with lots of zip, a soft ride, and an automatic shift. Put him back in his old buggy after a taste of that, and soon he's coming around to get a quotation. If your car's ten years old, a smart salesman will offer you —

But, that's where we came in.

THE END

THE MAN WHO DESIGNED OUR FLAG

(Continued from page 21)

Green-Wood Cemetery, interest in his career was revived and a bill was introduced in Congress to authorize the Secretary of the Army to erect and maintain a suitable monument. However, private citizens, aroused at the neglect of this hero, banded together to have a suitable memorial erected. The Associated Granite Craftsmen's Guild, of Greater New York, volunteered to do this, and a shaft of perfectly matched pieces of granite spired by the flag Captain Reid had designed now designates his grave. It was dedicated on October 28,

1956, by the then Secretary of the Navy, Charles S. Thomas, who paid solemn tribute to this great name in naval annals.

Patriotic organizations are urging that a commemorative stamp be issued next year in honor of the 175th anniversary of Reid's birth, so that our schoolchildren may become acquainted with the true designer of our national emblem and with his feats in defense of our country. It would be a fitting tribute at long last to a true American patriot.

THE END



ROD AND GUN CLUB



(Continued from page 8)

IN A RECENT survey conducted in Jackson County, Wis., a shocking illegal deer kill was turned up. Stanley G. DeBoer, in an article "Waste in the Woods," reports on this in the October 1957 *Wisconsin Conservation Bulletin*.



In eastern Jackson County 17 deer were killed illegally and left in the woods for each 10 bucks legally killed and registered.

In summing up, Mr. DeBoer says that if the hunters will work with the Conservation Commission to devise sound regulations it appears that Wisconsin deer hunters could take home two or three times more venison each year.

For more information write to the Wisconsin Conservation Department, Madison 1, Wis.

YOU FISHERMEN will like the 24 page illustrated booklet, "How To Take More Fish," put out by the B. F. Gladding Co., Inc., of South Otselic, N. Y. It describes fly-casting, bait casting and spinning techniques; tells the right line for the right purpose, both fresh and salt water. Covers such subjects as The Floating Fly, The Sunken Fly, Bass-bugging, Spin with the right lines, Plug-rod lines and Lines for the Sea. Write Billie Coleman, B. F. Gladding Co., Inc., South Otselic, N. Y. for your free copy.

KIEKHAEFER CORP. (Mercury Outboards) announces price reductions as follows: Model Mark 10, 10 hp.; 1958 price, \$330 — was \$345 in 1957. Model Mark 25, 20 hp.; 1958 price, \$380 — was \$395 in 1957. Model Mark 55, 40 hp.; 1958 price, \$535 — was \$645 in 1957. Some new models in new line.

WE BELIEVE THAT O. F. Mossberg & Sons, New Haven, Conn., has just made a fine contribution to the sporting firearms field with its new streamlined Model 342 with peep sight. It's a honey of a .22 rifle, a 7-shot clip-type bolt action that handles all three cartridges, short, long, and long rifle. This is done with what is called the "magic magazine" with a fixed adapter that can be moved from one slot to another to fit the size cartridge. It's a handsome gun for the money (\$32), and has the smartest styling we've yet seen in a bolt action rifle. It weighs only five pounds.

HOW TO DRESS, Ship and Cook Wild Game, a 50-page illustrated booklet available from Remington Arms Co., Inc., is a valuable source of information for anyone faced with the problem of getting game ready for the table. Many tried and true recipes are included; among them the formulas for preparing roast pheasant, braised doves, mixed game pie, hasenpfeffer, broiled venison, moose steak, and roast bear. Sauces are also described.

Booklet also tells how to freeze game and gives useful tips on preparing it for shipment.

For your copy, send ten cents in coin to Remington Arms Co., Inc., Bridgeport 2, Conn.

HUNTERS WHO LIKE to plink at other things while after deer are reminded that nearly all hawks and owls are now on the list of protected birds. It has been discovered that the good these birds do outweighs the bad. Fines can be heavy; so watch it. If you must shoot birds, those you can bag are crows, starlings, English sparrows, and American or black-billed magpies. In California you can shoot the scrub jays and the Steller's or crested jays.



ED NEUFELD, 911 N. 23rd Ave. West, Duluth, Minn., says, "In our northern Minnesota wilderness canoe country we do a lot of camping. Here's an idea I've found helpful in drying out a damp tent after a rain. Carry a chunk of candle, place it in a tin can, and light it. Go hunting or fishing, and when you return all dampness will be gone and the tent will be warm. Thick wedding candles work best. And there's no danger. Place the candles in a large can in the center of the tent."

ROBERT E. BAUMAN, 1745 Armington, La Puente, Calif., comments: "After field-dressing and skinning game, most everyone realizes that the carcass should be covered with a game bag or cheesecloth to keep blow flies away. I have had difficulty finding a satisfactory method of closing the open ends of the game bags or the edges of the cheesecloth. Then I tried the obvious, a dollar pocket stapler, and found that it worked perfectly. First I rolled the open edges together, then stapled them about every four inches. The results: A saving in time, no flies, and no spoiled meat."

POLICE GROUPS should be interested in the gun training and competitive shooting program for youngsters recommended by Crosman Arms Co., Inc., of Fairport, N. Y., manufacturers of the CO₂ gas-powered training and marksmanship guns. Also the remote control Targlite "portable rifle range" which can be set up in minutes. Targlite is electrically backlit and operates on pulleys. You wind it back to the firing line to score hits or adjust targets. It only requires 25 feet of clear area to set up the range. Cost of gun \$18.95. Cost of Targlite \$10.95; of pellets less than 1¢ each.

Civic minded groups can sponsor and support a competitive shooting program and police can supervise it. In this way you can interest youngsters in your locality and win their friendship. For booklet, "You Belong in This Picture," which describes this program write to John R. Powers Jr., Crosman Arms Co., Inc. Fairport, N. Y.

ACCORDING TO H. A. Young, supervisor of oil hazard reduction for the Michigan Conservation Department, hunters should be wary of clearings near oil wells because of the possible presence of hydrogen sulphide gas, a colorless, flammable gas which has the odor of rotten eggs. It can be as much as six times more toxic than carbon monoxide and can cause serious eye and respiratory irritations and even death. This gas is either burned in pits or vented or flared into the air. It is extremely hazardous to remain in the vicinity of the gas.

C. M. COFFEY, Henderson Star Route, Mountain Home, Ark., offers: "Just a thing or two that may help some Legion buddy. All watches are compasses. Point the hour hand to the sun. South is exactly halfway between the hour and the figure 12 on the watch. And—those lamp wicks in camp can be prevented from smoking by soaking them in vinegar and, of course, drying thoroughly before using."

LEGIONNAIRES OF the Fourth District, Department of Minnesota, sponsored a one-week camp experience for 63 boys known to juvenile court and probation departments. Needless to say the kids benefited greatly from their week outdoors. Here's a positive way to help combat juvenile delinquency. For details write Randel Shake, Director, Child Welfare Division, The American Legion, P. O. Box 1055, Indianapolis 6, Ind.



EDWARD ALBOT, Box 195, Beckemeyer, Ill., has a dog training idea right out of the deep freeze: "When training my retriever," he says, "I take a dead quail or dove, put it in a plastic bag, feathers and all, and pop it in the deep freeze. When it's solid I take it out and use it to train the dog to retrieve. The wild scent is still there, the dog can't tear it, and I've used one bird for several months now. When it starts to thaw, I quickly stop the training and put it back in the freezer."

CARL F. BROWN, 15 Elm Court, Metuchen, N. J., offers, "I went deer hunting ten years and never got a buck. Then an oldtime hunter, who always gets his, told me his secret. Take along a small bottle of oil of anise, available at any drugstore, and dab some of it on your cap, face, hands, and coat collar. Do this at intervals throughout the day. I did it and got my buck, and now get one every year. The old hunter told me that it kills human scent, is an odor that deer like, and will attract them. It sure works for me." Leon Howell, P. O. Box 375, Thomas, W. Va., adds his

bit: "How many deer hunters who use scopes often find that they can't see because of rain, snow, or dust? I solved that problem by cutting up a piece of old inner tube, shaping it the length of the scope, and cutting it four inches wide. I sewed both ends and slipped it over the scope, protecting it from any weather."

NOW SOMETHING witty from Mr. Twitty—William E. Twitty, that is, of 6404 Vicksburg St., New Orleans, La. "Now that ice fishing has frozen in," he says, "a hint that may help is the sprinkling of a

few grains of salt in the water of those leftover minnows. This will keep them fresh and perky for the next day's fishing and often brings back to life those minnows you thought were dead."

—**Jack Denton Scott**

If you have a helpful idea that pertains to hunting or fishing, send it along. If we can use it, we'll reward you with a hunting or fishing accessory. Address: Outdoor Editor, *The American Legion Magazine*, 720 Fifth Avenue, New York 19, New York.

HOW WE ARE USING SPACE PLATFORMS TODAY

(Continued from page 17)

"The airship does not roll or pitch like a ship on the sea. A ride is about as steady as one in a completely submerged submarine. The sensation is truly like taking a ride on a magic carpet is supposed to be."

This steadiness becomes a weighty asset when sensitive electronic equipment is carried aboard. It also means less wear and tear on the airship itself and less time out for repair—and consequently more time for active service. Even in World War II blimps not nearly so good as today's established the remarkable record of being available for duty 87 percent of the time. In effect, fewer units are therefore needed to maintain a given early warning post.

Another air sentinel the combined U.S.-Canadian defense command has long used off the continental coast is the Lockheed Super-Constellation, converted to a flying radar set. Like the airship, the Connie gives its search signals height, which extends their line-of-sight range over the horizon far beyond land or ship units. Yet an airplane's weight limitations and fuel consumption necessarily restrict radar size and power, the big determinants of its "reach."

Not so with the airship. Most blimps now on patrol duty along the contiguous (close-in) barrier have radar like the Connies', plus a raft of other classified instruments. But a most unusual blimp that joined the Navy last May for in-service evaluation has completely different radar—the largest ever hoisted into the air. This version, known as the ZPG-2W Modified, sports a huge rotating search antenna *inside* its helium-filled bag.

Far from interfering with detection signals, the envelope of rubberized nylon actually serves as a weatherproof radome for the set's big eye. Gone in this model is the mushroom-shaped housing beneath the control car of standard blimps now serving in air and sub warning squadrons based at Lakehurst, N. J.

Airship personnel exhibit an unbridled enthusiasm for this strange new blimp, which sharply boosts detection

range and performance. The extent remains a secret. Rear Admiral J. S. Russell, chief of the Navy's Bureau of Aeronautics, reveals only that "range is extended appreciably over that of previously existing airborne equipment."

Major General H. T. Alness, USAF, deputy chief of staff for planning and operations at NORAD headquarters in Colorado, likens differences in detection capability with results achieved when you connect a household radio set to an outside antenna. He also points out that airships give another advantage over piek ships and "Texas towers" in cutting down on sea clutter—the interference produced on radar scopes by signal reflections from ocean waves.

These plus values will be enhanced even further in four new blimps being built in Akron, Ohio, by the Goodyear Aircraft Corporation, their sole manufacturer. Labeled the ZPG-3W, each will hold 1½ million cubic feet of helium, or 50 percent more than the existing 2W model. These will be the largest nonrigid airships ever put together. Even so, they will fall short of the 7-million-cubic-foot size of the Hindenburg, Germany's hydrogen-inflated dirigible which in 1938 went up in smoke in 34 terrifying seconds in New Jersey to signal the end of an era of rigid giants.

Such a disaster could not happen with American blimps, which are probably the safest things that move. Nonflammable helium is the major reason. The U. S. has a virtual monopoly on this lighter-than-air element, now obtained from natural gas in Texas under the strict control of the Bureau of Mines. It takes about 16 cubic feet of helium to lift one pound, or some 3,200 cubic feet to hoist a 200-pound man. Obviously, lightweights come at a premium for blimp service!

An airship does not simply rise straight up on takeoff, however. Released from its mooring mast, a ZPG-2 under load revs up its two 1,300-horsepower outrigger engines, roars over the ground at some 75 miles per hour, dips its tail and soars skyward. A research engineer points out that air rushing over

the upper rear surface creates an aerodynamic lift just as with an airplane wing.

Aloft, a blimp on air warning patrol hovers at altitudes near 3,500 feet. It can cut out one engine and idle along on the other, governing speed precisely according to wind intensity and movement desired. Altitude and craft behavior are controlled by the amazingly simple means of varying the amount of air pumped into ballonets, two big internal bags at the ship's forward and after ends. Since air is heavier than helium, additions act like any other ballast.

On a flight such as Commander Hunt captained, extreme lightness produced by gasoline burn-up can be offset by dropping a long hose into the ocean and sucking up water. If really necessary, helium can also be valved off. But this is avoided wherever possible because the gas costs money—about \$30 for each 1,000 cubic feet.

The airship's structure looks deceptively simple: "Just a big balloon," people say. It is anything but that. In fact its building is a highly refined art which has passed into oblivion everywhere except in the United States. The Navy and Goodyear, maker of some 140 craft for the blimp-ship-airplane team that drove U-boats from the east coast in World War II, hold the key to the technique.

At its heart is the distribution of weight of control car and electronic equipment evenly over a 342-foot-long bag which has a tough skin about as thick as an inner tube but no stiff skeletal structure whatever. Without the helium charge the whole ship would be as flat as its tail rudders. The trick is done by attaching a network of nylon stringers to stationary curtains extending from one end of the ship to the other.

One rigid part of the blimp is its five-foot nose cone that can be tied to any mooring mast on ship or ashore. Like the tail fins, this has been fashioned of aluminum. In newer versions with the giant internal radar antenna, though, plastic is being substituted since it in-

terferes less with detection signals. The control car is another masterpiece of lightweight engineering. It is formed of a sandwich of thin aluminum alloy over a balsam core. It is spacious, and has crew quarters on an upper deck and operating stations below.

Two big objections that the modern blimp has had to answer to get general acceptance at the Pentagon are summed up in these criticisms: (1) You can shoot it down with a peashooter. (2) It can't stand up under bad weather.

The first is true only if a huge section of the envelope is blasted away. Precisely this happened in the single instance when a blimp went beyond using depth charges and tried to slug it out with a surfaced submarine in World War II. Even then it almost made it back to base; its dunked crew was quickly picked up. Otherwise, the skin can be riddled with bullets and the blimp can still remain airborne. This is because internal pressure is less than one pound over that of the surrounding atmosphere, making helium leakage very slow. Many rips can also be repaired in flight.

The second charge against the blimps was disproved by a crucial test the Navy carried out last winter. For 10 days blimps maintained a continuous radar post 200 miles out in the Atlantic in some of the worst weather conditions in 75 years. Of their performance, Garrison Norton, Assistant Secretary of the Navy for Air, said:

"These airships flew through extremes of snow, freezing rain, winds of 60 miles an hour and severe turbulence — conditions which at times kept all airplanes grounded. One airship flew in icing conditions for 32 hours. Another was airborne for over 56 hours. . . . We of the Navy are particularly pleased by this report, since we feel that airships inherently offer many advantages as a warning radar platform."

The American Legion seconds this appraisal. In a resolution (No. 615) adopted by the 39th National Convention in Atlantic City last September, the Legion praised the airship as "an ideal vehicle for early warning." The resolution cited the blimp's 40-year record in war and peace, its operating economies, safety and all-weather capability, then called on Washington officials to "thoroughly investigate the potentialities and uses of the airship . . . and implement their findings with legislation, organization and funds necessary."

One stumbling block resolution drafters had in mind is a kind of jurisdictional squeeze the blimp is caught in between the Navy and Air Force. The Navy has traditionally held sway over blimps despite the fact they roam the air. But with the economy drive pinching all the services, each would love to unload re-

sponsibility for buying such in-between materiel.

Another block is mental: A perverse tendency of many officers to look down on items outside the jet, missile, rocket, and satellite categories. A strange twist from past reluctance of the brass to give up old standbys for something new!

There is no denying that airships are expensive to install, though. Each of the mammoth ZPG-3W's to be completed this year will cost the Navy nearly \$10,000,000 when fully equipped. Present sentinels run far less, both because they are smaller and because development costs enter formulas for the new versions. With these written off, succeeding units will be cheaper.

The big economy return realized with airships comes in operations. This is true not only in regard to gas use and in-service availability. Elaborate, tax-devouring airfields and berthing as well as repair and servicing facilities are likewise unnecessary.

With an eye to these attributes the Navy has promised Congress to evaluate the new blimps carefully with the possibility of ordering more for warning service in the future. Meanwhile the four-ship squadron which went into service last July out of Lakehurst is keeping round-the-clock vigil against air attack. Two other squadrons are performing in equal style against the submarine menace.

This latter mission is no less important than the former. Defense strategists lay awake nights worrying over the more than 500 submarines the Kremlin has amassed to date. Why? Because this is nearly ten times the number with which Hitler raised such havoc a decade and a half ago. The NATO "Strike-back" sea exercises last fall offered new proof of how destructive to shipping these marauders could be again today. Deployed along our coasts, subs could also launch short-range, atom-tipped missiles or even guided airplanes and could wipe out many of our major cities.

All of this gives priority importance to the sub's classic enemy, the blimp.

Few Americans know about or appreciate the gravity of the silent war being fought every minute of the day, every day of the year, by the 200,000 airmen, soldiers, and sailors of NORAD, under which the blimps in warning service operate. Commanded by General Earle E. Partridge, USAF, these servicemen hold a defense line 12,000 miles long around North America's perimeter. They must be ready at all times to detect, identify, intercept, and destroy an attack by any means from any direction.

Their array of facilities and equipment includes three lines of radar warning devices stretching across Canada. The farthest of these lines is the \$540,-000,000 Distant Early Warning (DEW)

barrier. This thin line of electronic guardians is 1,200 miles north of the U. S. border, in windy Arctic wastes.

NORAD also has detection extensions to seaward. These consist of blimps, Connies, converted destroyer escorts and Liberty ships, and the stationary Texas towers. All-weather jet interceptors, city-encircling antiaircraft guns and guided missiles, and a fabulous communications and control network complete the inventory. This is a truly unified defense force, alerted to expect the ultimate blow any minute of the day or night, its finger figuratively always on the trigger ready to shoot back.

Gen. Partridge admits, however, that the NORAD network is far from holeproof, that some craft would probably get through if a concentrated attack were ever launched against us. This makes the detection end of his job all the more critical, for detection harpoons the enemy's chances of pulling off surprise destruction. An enemy in the gigantic system alerts not only all defense forces but also the worldwide units of the atom-packed Strategic Air Command.

Knowledge that an alerted SAC would soon be on their backs is counted on to prevent the Russians from moving to stage the final showdown.

With the coming into being of operational intercontinental missiles, the "early" will have to be stricken from DEW-line phraseology. The two hours of warning we might now get that a manned-aircraft attack is on the way will shrink to minutes in the era of flashing missiles. Radar with still longer range and greater sensitivity will have to be developed and installed, and ingenious antimissile systems and devices built into the NORAD setup. The complexity of such an operation staggers the imagination. And so will the cost.

"We are buying time, and each minute gets steadily more costly with each boost in attacker speeds," a NORAD officer states ruefully.

Even with the best of defense, one also gets the impression a goodly amount of prayer might alone help if a cloud of missiles is ever let loose upon the United States.

In any event, protection along our seaward flanks seems likely to become ever more dependent on the bigger and better electronic warning devices suspended high in the sky by the old reliable blimp. T. A. Knowles, president of Goodyear Aircraft, underlines this prospect when he says:

"Just when you conclude that new developments in airplanes, missiles or electronics may have rendered the airship obsolete, you suddenly realize that the modernized airship is itself an excellent counterweapon against these new-fangled gadgets."

May it continue to be so! THE END

PARTING SHOTS

Especially by a Dame

*Many a man
Is enough of a dope
To be easily cleaned
By the use of soft soap.*

— HAL CHADWICK



"Well, why shouldn't I kill myself? I'm my own worst enemy."

Fast Finish

"This car will go 135 miles an hour," said the dealer.

"Yes, go on," said the buyer.

"And it will stop on a dime," said the dealer.

"Yes, go on," said the buyer, "what happens next?"

"Well," said the dealer, "a little putty knife comes out and wipes you off the windshield."

— FREDERICK AUSTIN

Higher and Higher

Judging from the prices of fresh fruit on the stands these days—maybe money does grow on trees. — D. O. FLYNN

No Servant Problem

He got a seamstress, a laundress,
An interior decorator,
A maid, a cook, a secretary,
A budget administrator.

She got a chambermaid, a gardener,
A porter who fetched and carried,
A furniture mover, a handy man . . .
No, they didn't get rich,
They got married. — SUZANNE DOUGLASS

It Figures!

An affluent hoodlum went shopping for a casket fitting for a fallen pal, who had died prematurely of lead poisoning. He took along a conferee.

They were not long in locating a

beautiful, chrome-plated, heat-resistant, wall-to-wall job for slightly less than \$3,000. The hoodlum was enthused over the bargain until his conferee nixed the idea. "Don't be a sap," he whispered. "For an extra thousand we can bury him in a CADILLAC!"

— RAY FREEDMAN

Foolproof

To drive a nail without smashing your thumb, hold the hammer with both hands.

— JACK HIRBERT

And That's That

*The Old Year's dead and done and through
—And that is that.*

*And now a year that's bright and new
Comes up to bat;*

*And we resolve to operate
With better sense in Fifty Eight.*

*But when a few short weeks have fit,
We find we haven't changed a bit.*

*And probably next New Year's day
We'll ruefully look backward at*

*Old Fifty Eight and at the way
Our resolutions all fell flat*

*and find there's nothing we can say
Except, "That's that!"* — BERTON BRALEY

Oh, to Exchange

Speaking of trade relations, almost everyone would like to.

— T. J. McINERNEY

Just a Beginning

A young actor came home all excited. "I've landed a part!" he told his father. "It's a new play—I have the role of a

man who's been married for 25 years."

"Fine," nodded the father. "That's a start anyway. Maybe next time you'll get a speaking part." — HAROLD HELFER

Free Spree on Me

*Friends of friends' friends arrive, mid hummings,
To loaf and play—I do the payings—
But I'll not dwell on their shortcomings—
What worries me is their long stayings.*

— M. B. SHAFFER

It's Obvious

No matter how poor a man is at mathematics, he knows that 36, 25 and 36 add up to a nice figure. — HARTMAN CHASE

Speedy

*When it comes to getting news around,
You'll find out without fail,
That the female of the species is
Lots faster than the mail!*

— F. G. KERNAN

Never Forgets

"My wife has the worst memory," grumbled a man.

"Keeps forgetting things, eh?" someone asked.

"No," sighed the man, "keeps remembering them." — JOHN THOMAS

Unhappy Fact

Many a woman thinks she bought a dress for a ridiculous price, when in reality she bought it for an absurd figure.

— MARVIN J. BROCKETT



"I keep my hot plate in there, Mr. Flummel!"



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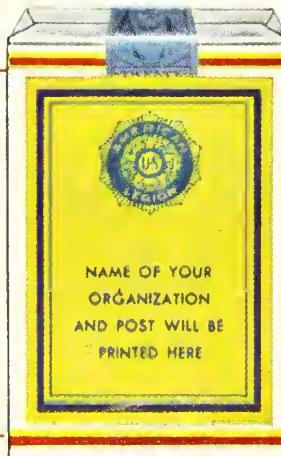


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